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A THEORETICAL AND EXPERIMENTAL STUDY
OF THE THREE JET INTERACTION

Gerardo Hiriart Le-Bert

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THEESIS

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OF THE THREE JET INTERACTION

by

Gerardo Hiriart Le-Bert

April 1970

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A Theoretical and Experimental Study

of the Three Jet Interaction

by

Gerardo Hiriart Le-Bert
Teniente 1º, Chilean Navy

Submitted in partial fulfillment of the
requirements for the degrees of

MECHANICAL ENGINEER

and

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ABSTRACT

The interaction of three jets is studied both theoretically and experimentally. The angle of deflection and the velocity and turbulence distributions were determined through the use of a hot-wire anemometer. The free-streamline theory has been applied to the determination of the jet deflection and the results so obtained were found to be in good agreement with those obtained experimentally. The study is a convincing evidence of the fact that a proper combination of inviscid flow analysis together with experimental results can provide the necessary guidance for the design of proportional amplifiers.

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LIST OF SYMBOLS

a	Power nozzle width
b	Control nozzles width
CF(P)	Pressure correction factor for rotameter
d	Resultant jet's width at vena contracta
\mathcal{J}	Imaginary part of the expression
i	$\sqrt{-1}$
PA	Power jet, stagnation pressure
PC, PG	Control jets, stagnation pressure
q	Magnitude of local velocity
\mathcal{R}	Real part of the expression
r	Distance from pivoting point
Re	Reynolds number
s	Setback of control nozzles
t	Coordinate in t-plane
U	Instantaneous velocity
U	Local mean velocity
$\sqrt{-2}$	R.M.S. value of the fluctuating component of velocity
VA	Power jet velocity
VC	Left control jet velocity
VG	Right control jet velocity
VRO	Reference velocity $VRO = 0.3 VA$
VRI	Reference velocity $VR1 = 0.4 VA$
Vj	Resultant jet velocity

β Complement of the deflection angle
 δ Deflection angle of resultant jet
 Ω Coordinate in the Ω -plane

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I. INTRODUCTION

The interaction of compressible or incompressible jets has been subject to study for at least the past fifty years for the purpose of predicting the velocity and turbulence distributions in the combined jets and in general for the purpose of predicting the performance characteristics of all sorts of machinery where such jet interaction plays a significant role. Most of the theoretical analyses have been restricted to the study of the interaction of jets of an inviscid fluid, and the complex effects of viscosity and the effects of the bounding walls have been largely ignored.

The advance of the fluidics technology and the discovery, among others, of proportional amplifiers have renewed a strong interest in both the theoretical and experimental investigation of jet interaction. Proportional amplifiers were designed and operated either through the use of the "pressure control" concept or through the use of "momentum control" concept. In either case, both the single-sided and double-sided devices were considered. The pressure controlled device is operated on the basis of the differential pressure between the two cavities placed on the two sides of the resultant jet. The vents are not open to the atmosphere. The momentum controlled proportional amplifier operates, as its name implies, on the momentum balance of the combining jets. Thus, it is apparent that, whereas the pressure-controlled amplifier depends primarily on pressure to deflect the jet, the momentum-controlled amplifier depends primarily on momentum. For certain configurations where the venting of the side cavities is not complete or where the entrainment from the two sides of the jet is not completely

attainable, then it is necessary to take both pressure and momentum effects into account in attempting to design amplifiers optimized for particular conditions. It should, in passing, be noted that the use of both control mechanisms tends to produce devices whose band-widths are relatively small, even though they may have significantly higher pressure gains. We shall confine our attention here to a thorough study of the momentum-controlled devices or beam-deflection amplifiers, both for the purpose of understanding their fluid mechanics and for the purpose of contributing to a predictable design of proportional amplifiers.

The literature concerning the fundamental behavior of beam-deflection devices is still relatively limited but is growing rapidly with the increasing realization of the design limitations of current fluidics technology.

The prediction of the performance of such devices depends on a knowledge of the exact mode of interaction of the jets. There are, obviously, many possible geometric and kinematic variables for the interaction process and it is not economically feasible to experimentally investigate the characteristics of the mode of operation of each and every possible combination. This realization necessarily led, in the first decade of fluidics, to the evolution of several flow models with varying degrees of approximations and complexities. There are, to be sure, essential differences, as well as similarities, among these models, and all must be carefully assessed before a design choice is made.

Dexter [Ref. 1] employed the "submerged jet" model, assuming that viscous mixing with the surrounding fluid has reached the stage where the velocity profile of the deflected jet is of Gaussian form. Moynihan and Reilly [Ref. 2] employed the "self preservation" model in which each jet is assumed to have retained its identity during interaction and is

not subjected to any viscous effects as it proceeds downstream. Douglas and Neve [Ref. 3] extended the works in the references just cited by applying the two models to the appropriate regions of the resultant jet.

The present work presents the theoretical results obtained through the use of the free-streamline theory for symmetric control-jet configurations and the experimental results obtained with a hot-wire anemometer.

II. THEORETICAL CONSIDERATIONS

As in all applications of the free-streamline theory, the pressure and magnitude of velocity along the free-stream lines are assumed constant. It is further assumed that both the pressure and velocity are continuous along the separation lines between the power jet and the control jets.

Experiments show that each control jet retains a large measure of its integrity, and the power jet undergoes an acceleration or a "vena contracta" effect during the initial face of the interaction. The combined jet attains a Gaussian profile only after a distance of two to six nozzle widths from the pivoting point, depending on the flow ratio and the geometry of the system.

It is apparent from the foregoing that the flow in the region in which the momentum-exchange and the turbulent mixing take place does not, strictly speaking, follow the assumptions made in the free-streamline theory. The complicated interaction between the jets, and the pressure of turbulent mixing, make the analytical predictions of three-dimensional flow field extremely difficult. To obtain analytical solutions, a simplified incompressible flow model, which retains some of the major features of the actual flow field, must be employed. Although the probable error introduced through the use of such a model is very difficult to estimate, previous analyses place a reasonable degree of confidence in the applicability of the model to certain features of the jet interaction phenomenon.

A. TRANSFORMATION PLANES

A schematic drawing of the flow configuration, together with the

resultant jet, is shown in Fig. 1a. This configuration may be transformed to an Ω -plane through the use of the Planck's transformation with the usual assumptions of the free-streamline theory. Thus, writing

$$\Omega = \ln \frac{v}{q} + i\theta \quad (1)$$

and carrying out the necessary manipulations, one obtains Fig. 1b.

It is a well-known fact that any polygon, such as the one shown in Fig. 1b, may be transformed to the upper or the lower half of a real plane through the use of Schwartz-Christoffel transformation given by

$$\Omega = \int \frac{M dt}{(t-z_1)^{\alpha_1/\pi} (t-z_2)^{\alpha_2/\pi} (t-z_3)^{\alpha_3/\pi} (t-z_4)^{\alpha_4/\pi} (t-z_5)^{\alpha_5/\pi}} + N \quad (2)$$

where M and N are constants to be determined and z_i and α_i are given by

$$z_1 = 0 \quad z_2 = 1 \quad z_3 = -1 \quad z_4 = k \quad z_5 = -k$$

$$\alpha_1 = -\pi \quad \alpha_2 = \frac{\pi}{2} \quad \alpha_3 = \frac{\pi}{2} \quad \alpha_4 = \pi \quad \alpha_5 = \pi$$

Then one has

$$\Omega = \int \frac{Mt dt}{(t^2 - k^2) \sqrt{t^2 - 1}} + N \quad (3)$$

The evaluation of this integral is shown in detail in Appendix I.

The result is that

$$\Omega = \ln \left(\frac{\sqrt{1-k^2} + \sqrt{1-t^2}}{\sqrt{t^2-k^2}} \right) \quad \text{for } t \leq -k \quad (4)$$

$$\Omega = \ln \left(\frac{\sqrt{1-k^2} + \sqrt{1-t^2}}{-\sqrt{t^2-k^2}} \right) \quad \text{for } -k \leq t \leq 1 \quad (5)$$

$$\Omega = \ln \left(\frac{-\sqrt{1-k^2} + \sqrt{1-t^2}}{\sqrt{t^2-k^2}} \right) \quad \text{for } t \geq 1 \quad (6)$$

Table I gives the corresponding values between the points in the ζ -plane and the t -plane shown in Fig. 1c.

The relationships between the parameters shown in the t -plane and various velocity ratios are obtained as follows:

Through the use of the conditions at point A

$$-\ln \frac{v_A}{v_j} + i \frac{\pi}{2} = \ln \left(\frac{\sqrt{1-k^2} + 1}{-\sqrt{1-k^2}} \right)$$

one has

$$\eta = \frac{v_A}{v_j} = \frac{k}{1 + \sqrt{1-k^2}} \quad (7)$$

Through the use of the conditions at point C

$$\begin{aligned} -\ln \frac{v_C}{v_j} + i\alpha &= \ln \left(\frac{\sqrt{1-k^2} + \sqrt{1-c^2}}{\sqrt{c^2-k^2}} \right) \\ \text{one has} \quad \alpha &= \frac{\frac{v_C}{v_j}}{\frac{\sqrt{c^2-k^2}}{\sqrt{1-k^2} + \sqrt{1-c^2}}} \end{aligned} \quad (8)$$

Through the use of the conditions at point G

$$\begin{aligned} -\ln \frac{v_G}{v_j} + i\pi &= \ln \left(\frac{\sqrt{1-k^2} + \sqrt{1-g^2}}{-\sqrt{g^2-k^2}} \right) \\ \text{one has} \quad \gamma &= \frac{\frac{v_G}{v_j}}{\frac{\sqrt{g^2-k^2}}{\sqrt{1-k^2} + \sqrt{1-g^2}}} \end{aligned} \quad (9)$$

Through the use of the conditions at point E

$$\begin{aligned} i\beta &= \ln \left(\frac{\sqrt{1-k^2} + \sqrt{1-f^2}}{\sqrt{f^2-k^2}} \right) \\ \text{one has} \quad \sin \beta &= \sqrt{\frac{f^2-1}{f^2-k^2}} \quad \text{and} \quad \cos \beta = \sqrt{\frac{1-k^2}{f^2-k^2}} \end{aligned} \quad (10)$$

Finally, through the use of the conditions on the free streamline, we obtain

$$\Omega = i\theta = \ln \left(\frac{\pm \sqrt{1-k^2} + \sqrt{1-t^2}}{\sqrt{t^2-k^2}} \right)$$

or

$$e^{i\theta} = \pm \sqrt{\frac{1-k^2}{t^2-k^2}} + i \sqrt{\frac{t^2-1}{t^2-k^2}}$$

$$e^{\Omega} = \cos \theta + i \sin \theta \quad (11)$$

It should be noted that the conservation of mass yields

$$d = (\alpha + \gamma) b + \gamma a$$

The t -plane is comprised of three sources and one sink. Thus, the complex potential for the flow in the upper half of the t -plane may be written in terms of the known potentials of sources and sinks as:

$$w = \frac{V_j d}{\pi} \ln(t+f) - \frac{VA}{\pi} \ln t - \frac{VC}{\pi} \ln(t+c) - \frac{VG}{\pi} \ln(t-g) \quad (12)$$

where $w = \phi + i\psi$ and ϕ is the complex potential and ψ the stream function.

Taking the derivative of w with respect to t , making use of Eqs. (7), (8), and (9), and the conservation of mass relationship, one has

$$\frac{dw}{dt} = - \frac{V_j}{\pi} \left[-\frac{d}{t+f} + \frac{\gamma a}{t} + \frac{\alpha b}{t+c} + \frac{\gamma b}{t-g} \right] \quad (13)$$

The distances between various points in the z -plane, the contraction coefficient, and the angle of deflection may be evaluated as follows:

$$\overline{DF} = \mathcal{R} \left[\int dz \right] \quad (14)$$

and noting that $\overline{DF} = a + 2s$, one has

$$a + 2s = \Re \left[\int_{-1}^{+1} e^{-\Omega t} \left(-\frac{1}{V_j} \frac{dw}{dt} \right) dt \right]$$

Replacing $\frac{dw}{dt}$ from Eq. (13) and Ω from Eqs. (4) and (6), and taking the Cauchy principal value of the integral to account for the discontinuity at $t = -f$, we finally have,

$$\begin{aligned} a + 2s &= d \sin \beta + \lim_{\epsilon \rightarrow 0} \left[\frac{\sqrt{1-k^2}}{\pi} \int_{-f-\epsilon}^{-f+\epsilon} \left(\frac{\eta a}{t} + \frac{\alpha b}{t+c} + \frac{\gamma b}{t-g} - \frac{d}{t+f} \right) \frac{dt}{\sqrt{t^2-1}} \right] \\ &\quad + \lim_{\substack{\epsilon \rightarrow 0 \\ Q \rightarrow \infty}} \left[\frac{\sqrt{1-k^2}}{\pi} \int_{-f-\epsilon}^{-Q} \left(\frac{\eta a}{t} + \frac{\alpha b}{t+c} + \frac{\gamma b}{t-g} - \frac{d}{t+f} \right) \frac{dt}{\sqrt{t^2-1}} \right] \\ &\quad - \lim_{Q \rightarrow \infty} \left[\frac{\sqrt{1-k^2}}{\pi} \int_Q^{+1} \left(\frac{\eta a}{t} + \frac{\alpha b}{t+c} + \frac{\gamma b}{t-g} - \frac{d}{t+f} \right) \frac{dt}{\sqrt{t^2-1}} \right] \end{aligned} \quad (15)$$

The details of the integration are shown in Appendix II. The results may be expressed as:

$$\begin{aligned} \frac{a+2s}{b} &= \frac{d}{b} \sin \beta + 2 \frac{\sqrt{1-k^2}}{\pi} \left[\frac{1}{k} \frac{a}{b} \sin^2 k - \frac{\alpha}{\sqrt{c^2-k^2}} \ln \frac{\sqrt{1-c^2}}{\sqrt{1-k^2} + \sqrt{c^2-k^2}} \right. \\ &\quad \left. - \frac{\gamma}{\sqrt{g^2-k^2}} \ln \frac{\sqrt{1-g^2}}{\sqrt{1-k^2} + \sqrt{g^2-k^2}} + \frac{d}{b} \frac{1}{\sqrt{f^2-k^2}} \ln \frac{\sqrt{f^2-1}}{\sqrt{1-k^2} + \sqrt{f^2-k^2}} \right] \end{aligned} \quad (16)$$

Equation (16) establishes the relationship between the various jet velocities and the amplifier setback. Another expression is needed to establish the symmetry of the geometrical configuration. This may be done by performing an integration from D to F along the free-streamline and writing the imaginary part equal to zero so as to ensure that the two sides of the control jets are along the same line and that there is no unsymmetry. Thus, writing

$$\mathcal{J} \left[\int dz \right] = 0 \quad (17)$$

or $\mathcal{J} \left[\int_{-1}^{+1} \tilde{e}^{\tilde{z}} \left(-\frac{1}{V_j} \frac{dw}{dt} \right) dt \right] = 0$

and replacing $\frac{dw}{dt}$ from Eq. (13) and \tilde{z} from Eqs. (4) and (6), one has

$$\int_{-1}^{+1} \frac{\sqrt{t^2-1}}{\sqrt{t^2-k^2}} \left(\frac{2a}{\pi} \frac{1}{t} + \frac{\alpha b}{\pi} \frac{1}{t+c} + \frac{\gamma b}{\pi} \frac{1}{t-g} - \frac{d}{\pi} \frac{1}{t+f} \right) dt = 0 \quad (18)$$

Details of the integration are shown in Appendix III. The analysis yields:

$$\begin{aligned} & \frac{2}{\pi(1+k)} \left\{ \left[\left(\frac{1+ck}{k+c} \right) \alpha + \left(\frac{1-gk}{k-g} \right) \gamma - \left(\frac{1+fk}{k+f} \right) \frac{d}{b} \right] K \left(\frac{2\sqrt{k}}{k+1} \right) \right. \\ & + \frac{\alpha(1-k)(c-1)}{(k+c)} \left[\Gamma \left(\frac{\pi}{2}, \frac{2(k+c)}{(k+1)(c+1)}, \frac{2\sqrt{k}}{k+1} \right) \right. \\ & + \frac{\gamma(1-k)(1-g)}{(g-k)} \left[\Gamma \left(\frac{\pi}{2}, \frac{2(k-g)}{(k+1)(1-g)}, \frac{2\sqrt{k}}{k+1} \right) \right. \\ & \left. \left. - \frac{d}{b} \frac{(1-k)(f-1)}{(k+f)} \Gamma \left(\frac{\pi}{2}, \frac{2(k+f)}{(k+1)(f+1)}, \frac{2\sqrt{k}}{k+1} \right) \right] \right\} = 0 \end{aligned} \quad (19)$$

where $K(h)$ is the complete elliptic integral of the first kind and $\Pi\left(\frac{\pi}{2}, \alpha^2, h\right)$ is the complete elliptic integral of the third kind.

Since the parameter α^2 of the elliptic integral of the third kind shown in Eq. (19) was not always in the range of $0 < \alpha^2 < 1$, a subroutine program was written to reduce all the complete elliptic integrals of the third kind into the sum of complete and incomplete elliptic integrals of the first and second kind for which there are tables and subroutines available at the computer facility of the Naval Postgraduate School.

The reductions were made through the use of the transformations given in Ref. [4], and through the use of Heuman's Lambda and Jacobi's Zeta functions, as given in Ref. [5]. The aforementioned reductions are shown in Appendix IV. The evaluations of the resulting expressions for the discontinuity at $t = -f$ is shown in Appendix V. The results obtained for $\frac{S}{\alpha} = 1$ and $\frac{b}{\alpha} = 1$ through the use of the expressions given above will be presented together with the experimental data in connection with the discussion of results.

III. EXPERIMENTAL EQUIPMENT AND PROCEDURE

The experimental apparatus consisted of a jet assembly, hot-wire anemometer system, and a velocity calibrator.

A. JET ASSEMBLY

As shown in Fig. 2 and 3, the entire assembly consisted of three nozzles, one for the power jet and two for the control jets. Each nozzle was 1/4 inch wide and 2 inches high. This resulted in an aspect ratio of eight. The jet assembly was sandwiched between two 1/4 inch plexiglass plates.

The width of the control nozzle was adjustable from 1/4 inch to 1/2 inch. For all the tests reported here, the control and power jet nozzles, as well as the setback, were maintained at widths of 1/4 inch.

The smooth streamline contour of the nozzles gave an essentially uniform exit velocity profile. The special configuration adopted for the control jet walls prevented the jet from attaching to the side walls through the Coanda effect. In addition, two large holes, as shown in Fig. 2, were provided in the upper and lower cover-plates, in order to minimize the restriction to entrainment to the resultant jet.

The supply lines were 1-1/4 inch diameter Tygon tubing, connected to the three inlets. The flow was straightened via a one inch long honey-comb section before undergoing a contraction of ten to one.

Supply pressures were measured by means of inclined manometers through the use of wall pressure tabs located in the straight part of each nozzle.

The top and bottom plates had two slots cut out to enable the hot-wire anemometer mechanism to traverse along lines parallel to the power

nozzle axis. A graph paper, graduated in degrees, was placed under the bottom plate for the purpose of quickly measuring the jet deflection angle by means of a small light string attached to a needle. A more precise measurement of the jet deflection angle was, of course, made by means of the hot-wire anemometer.

Air was supplied to the system from a 50hp compressor at approximately 160 psi. Air first passed through a micro-filter to remove oil and dust and then through the primary pressure regulator. The three jets were independently supplied from this regulator. Each jet supply line had on it a series of pressure regulators, thus providing independently regulated flows into three rotameters. The rotameters were identical and each had a maximum capacity of 17.5 scfm. at 14.7 psia and 70°F. The actual flow rates were obtained from

$$Q = (\text{rotameter reading, \% of full flow}) \times (17.5) \times \text{CF}(P)$$

where $\text{CF}(P)$ represents the pressure correction factor obtained from a chart provided by the manufacturer.

B. HOT-WIRE ANEMOMETER

A constant temperature hot-wire anemometer, manufactured by the Thermo-Systems, Model 1050, was used in the measurement of velocity and turbulence intensities. The wire used (wire #1272-T1.5) had a cold resistance of 7.30 ohms and an operating resistance of 10.95 ohms. The voltage across the bridge was measured with a digital voltmeter accurate to 0.01 volts.

A special probe holder was constructed and is shown in Fig. 4. This holder which was fitted into the slots in the jet assembly, enabled the probe to move along lines parallel to the power-nozzle axis in the mid-plane. A micrometer mechanism on the holder provided transverse movement of the hot-wire across the jet with an accuracy of 0.001 inch.

The hot-wire probe was calibrated with the Thermo-Systems Calibrator, Model 1125, shown in Fig. 4. An inclined manometer was connected to the reservoir of the calibrator to measure the stagnation pressure and the hot-wire was placed 1/16 inch above the 0.150 inch orifice of the calibrator. For the details of calibration analysis, see Appendix VI.

IV. EXPERIMENTAL PROCEDURE

The experiments were carried out for a combination of three power jet velocities and for four control jet bias velocities. The bias velocity was defined as $(VC+VG)/2VA$. For each combination, the velocity and turbulence distributions were measured at various distances from the pivoting point, and the results were reduced to actual data through the use of the computerized calibration curve. Most of the experiments were repeated for the purpose of checking the reproducibility of the data. Finally, the deflection angles were determined from the velocity profiles by connecting the peaks of each successive profile with the pivoting point. The deflection angles obtained in this manner did not deviate more than ± 0.5 degrees from those obtained through the use of the floating string and chart paper combination.

The supply pressure for each jet was measured, as previously cited, by means of inclined manometers. The stagnation pressure of the power jet was measured by one manometer, and the stagnation, as well as differential pressure of the control jets, through the use of two other manometers.

V. DISCUSSION OF RESULTS

In the following, first the experimental results obtained with the hot-wire anemometer will be discussed and then a comparison will be made between the theoretically and experimentally obtained deflection angle.

Figures 6 through 54 represent the velocity and turbulence intensity distributions as a function of x/a and U/VRO in terms of normalized control jet velocities, deflection angle, and the distance from the pivoting point. It is apparent from all of these figures that the control jets retain their identity up to a distance of $2a$ from the pivoting point. This region will be called the mixing region. For distances larger than approximately $2a$, the velocity profiles acquire a nearly Gaussian distribution. The turbulence intensity distribution exhibits essentially four peaks: two in the outer edges of the resultant jet because of the mixing of the jet with the ambient flow and two peaks in the regions where the control jets mix with the power jet. As the distances increase from the pivoting point, the turbulence intensity in the inner regions decreases and eventually reduces to a single minimum at the axis of the jet. It is therefore apparent that the application of the free-streamline theory to the mixing of jets of unequal velocities is not entirely valid in the mixing region since there are three independent free-streamline velocities. In the fully established region, the velocity profile is Gaussian and thus far from being uniform. Consequently, the use of the single jet velocity is not fully justified unless special precautions are taken to make sure that the gross continuity of the mass flow is satisfied by properly selecting the apparent jet width. In so doing, the maximum centerline velocity may be used as the free-streamline

velocity and the effective jet velocity may be calculated from the equation of continuity. The theoretical analysis presented herein makes good use of this fact and shows that the results so obtained are in good agreement with those obtained experimentally.

Figures 55 through 57 show a superposition of the velocity profiles and the evolution of the mixing from three independent jets to a single profile. Similar graphs are presented in Figs. 58 and 59 for the turbulence intensity. Figure 60 is a three-dimensional plot of the evolution of the velocity profiles as a function of the distance from the pivoting point.

The deflection angle is shown in Figs. 61 through 63 as a function of the sum and difference of the normalized control jets for all Reynolds numbers. It is immediately apparent that the deflection angle is a linear function of the normalized differential control jets velocity and that the deflection angle does not vary appreciably with the normalized average of the control jets. These results suggest that the characteristics of beam-deflection amplifiers be evaluated in terms of the parameters cited above rather than those previously used by other investigators. Although the experimental results presented herein are for equal control and power jet nozzles, there is every reason to believe that similar correlations will exist between the jet deflection angle and the two control jets parameters.

A comparison of the experimental results with those obtained theoretically for a normalized average control jet velocity of unity is shown in Fig. 64. As previously cited, the final jet width d used in the calculations was obtained by dividing the total flow rate by the maximum jet velocity. It is believed that there is at present no other

way of applying the free-streamline theory to the deflection of viscous jets for in the mixing region there are three different jet velocities and three fairly uniform velocity distributions and, in the fully established region, a single maximum with a Gaussian distribution. Thus, the only logical assumption to be made is that the free-streamline velocity used in the analysis is equal to the maximum of the fully established profile and that the effective jet width is determined by the equation of continuity. In reality, it appears that the maximum centerline velocity is somewhat higher than that predicted by the free-streamline theory and that the effective jet width is somewhat smaller than that used in the analysis. Be that as it may, no second-order corrections were applied to the analysis in order to preserve its generality. The extension of the analysis to other velocity ratios will be separately undertaken in the future.

The stagnation pressures at supply reservoirs of the three jets were determined as previously explained and are plotted in Fig. 65. Mean values rather than the actual data points are shown in this graph because the data points fell fairly consistently on straight lines. It is immediately apparent that the normalized differential control port pressures are linear functions of the deflection angle and depend weakly on the mean pressure of the control ports. A simple analysis of the jet deflection through the use of the momentum balance equation shows that the deflection angle so determined is considerably higher than that obtained experimentally or theoretically even when the pressure differences between various nozzles are taken into consideration.

VI. CONCLUSIONS

The foregoing theoretical and experimental study warrants the following conclusions:

- (a) The jets preserve their identity in a region of approximately $2a$ from the pivoting point;
- (b) The velocity profiles become Gaussian beyond the mixing region;
- (c) The free streamline theory predicts the deflection angles fairly accurately provided that an effective jet width (calculated in terms of the mass flow and the maximum centerline velocity) is incorporated into the analysis;
- (d) The previous models cited in the introduction do not predict, or are not capable of predicting, the jet deflection angle to an accuracy demanded by the beam deflection amplifiers; and finally,
- (e) The normalized differential control reservoir pressures vary linearly with the deflection angle. It is thus believed that an analysis such as the one presented here, together with one experimentally determined parameter, is fully capable of predicting the performance of proportional amplifiers. The knowledge of the jet deflection angle and the Gaussian shape of the velocity profile provide through a simple integration the determination of the amounts of flow at a given amplifier receiver.

APPENDIX I

EVALUATION OF THE INTEGRAL

$$\underline{\Omega} = \int \frac{Mt dt}{(t^2 - k^2) \sqrt{t^2 - 1}} + N \quad (20)$$

Letting $x^2 = t^2 - k^2$

$$x dx = t dt$$

one has

$$\underline{\Omega} = M \int \frac{dx}{x \sqrt{x^2 + (k^2 - 1)}} + N$$

The general solution of this integral, irrespective of whether the radicals are real or imaginary, is given in Gröbner 233.3b [Ref. 6] as,

$$\underline{\Omega} = - \frac{M}{\sqrt{k^2 - 1}} \ln \frac{(k^2 - 1) + \sqrt{(k^2 - 1)(x^2 + (k^2 - 1))}}{x} + N \quad (21)$$

replacing t and rearranging, we have

$$\underline{\Omega} = - \frac{M}{i\sqrt{k^2 - 1}} \ln \frac{(k^2 - 1) + \sqrt{k^2 - 1}}{\sqrt{t^2 - k^2}} \frac{\sqrt{t^2 - 1}}{i\sqrt{t^2 - k^2}} + N \quad (22)$$

or

$$\underline{\Omega} = - \frac{M}{i\sqrt{k^2 - 1}} \ln \frac{\sqrt{k^2 - 1} + \sqrt{t^2 - 1}}{\sqrt{t^2 - k^2}} + N_1 \quad (23)$$

or

$$\underline{\Omega} = - \frac{M}{i\sqrt{k^2 - 1}} \ln \frac{\sqrt{1 - k^2} + i\sqrt{t^2 - 1}}{\sqrt{t^2 - k^2}} + N_2 \quad (24)$$

or

$$\underline{\Omega} = M_2 \ln \frac{\sqrt{1 - k^2} + i\sqrt{t^2 - 1}}{\sqrt{t^2 - k^2}} + N_2 \quad (25)$$

The constants M_2 and N_2 may be determined, for the different regions of the t plane, as follows:

a. At the point D, $t = -1$, $\frac{v_i}{q} = 1$, $\Theta = 0$

i) approaching from left to D $t = -1 - \varepsilon$

$$0 + i0 = \lim_{\varepsilon \rightarrow 0} \left[\frac{-M}{i\sqrt{1-k^2}} \ln \frac{\sqrt{1-k^2} + i\sqrt{(-1-\varepsilon)^2 - 1}}{\sqrt{(-1-\varepsilon)^2 - k^2}} \right] + N_2$$

$$= M_2 \ln \frac{\sqrt{1-k^2}}{\sqrt{1-k^2}} + N_2$$

Then $N_2 = 0$

ii) approaching from right to D $t = -1 + \varepsilon$

$$0 + i0 = \lim_{\varepsilon \rightarrow 0} \left[\frac{-M}{i\sqrt{1-k^2}} \ln \frac{\sqrt{1-k^2} + i\sqrt{(-1+\varepsilon)^2 - 1}}{\sqrt{(-1+\varepsilon)^2 - k^2}} \right] + N_2$$

$$= \frac{-M}{i\sqrt{1-k^2}} \ln \frac{\sqrt{1-k^2}}{\sqrt{1-k^2}} + N_2$$

Then $N_2 = 0$

Furthermore, since at $t = -\infty$, $\Theta = \frac{\pi}{2}$

one has $0 + i\frac{\pi}{2} = \frac{-M}{i\sqrt{1-k^2}} \ln(0 + i)$

Then

$$M_2 = \frac{-M}{i\sqrt{1-k^2}} = 1$$

b. At the point B, $t = -k$, $\frac{v_j}{q} = \infty$

i) approaching from left to B, $t = 0$, $t = -k - \varepsilon$

$$\infty + i0 = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\sqrt{1-k^2} + i\sqrt{(-k-\varepsilon)^2 - 1}}{\sqrt{(-k-\varepsilon)^2 - k^2}} \right] + N_2$$

$$\infty + i0 = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\frac{2\sqrt{1-k^2}}{\sqrt{2k\varepsilon + \varepsilon^2}}} \right] + N_2$$

$$\infty + i0 = M_2 \infty + N_2$$

Thus $N_2 = 0$

and $M_2 = 1$

ii) approaching from right to B, $\theta = \frac{\pi}{2}$, $t = -k + \varepsilon$

$$\infty + i\frac{\pi}{2} = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\sqrt{1-k^2} + i\sqrt{(-k+\varepsilon)^2 - 1}}{\sqrt{(-k+\varepsilon)^2 - k^2}} \right] + N_2$$

$$\infty + i\frac{\pi}{2} = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\frac{2\sqrt{1-k^2}}{\sqrt{-2\varepsilon k}}} \right] + N_2$$

$$\infty + i\frac{\pi}{2} = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\frac{2\sqrt{1-k^2}}{i\sqrt{2\varepsilon k}}} \right] + N_2$$

$$\infty + i\frac{\pi}{2} = M_2 \left[\ln \infty + i\frac{\pi}{2} \right] + N_2$$

Thus $M_2 = 1$ and $N_2 = i\frac{\pi}{2}$

c. At the point H,

$$t = +k, \frac{v_i}{q} = \infty$$

i) approaching from left, $\theta = \frac{\pi}{2}, t = k - \varepsilon$

$$\infty + i\frac{\pi}{2} = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\sqrt{1-k^2} + i\sqrt{(k-\varepsilon)^2 - 1}}{\sqrt{(k-\varepsilon)^2 - k^2}} \right] + N_2$$

$$\infty + i\frac{\pi}{2} = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{2\sqrt{1-k^2}}{i\sqrt{2\varepsilon k}} \right] + N_2$$

$$\infty + i\frac{\pi}{2} = M_2 \left[\ln \infty - i\frac{\pi}{2} \right] + N_2$$

Thus

$$M_2 = 1 \quad \text{and} \quad N_2 = i\frac{\pi}{2}$$

ii) approaching from right, $\theta = \pi, t = k + \varepsilon$

$$\infty + i\pi = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\sqrt{1-k^2} + i\sqrt{(k+\varepsilon)^2 - 1}}{\sqrt{(k+\varepsilon)^2 - k^2}} \right] + N_2$$

$$\infty + i\pi = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{2\sqrt{1-k^2}}{\sqrt{2k\varepsilon}} \right] + N_2$$

$$\infty + i\pi = M_2 \ln \infty + N_2$$

Thus

$$M_2 = 1 \quad \text{and} \quad N_2 = i\pi$$

d. At the point F, $t = +1$, $\theta = \pi$, $\frac{v_1}{t} = 1$

i) Where approaching from left $t = 1 - \varepsilon$

$$0 + i\pi = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\sqrt{1-k^2} + i\sqrt{(1-z)-1}}{\sqrt{(1-\varepsilon)^2 - k^2}} \right] + N_2$$

$$0 + i\pi = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\sqrt{1-k^2} + i\varepsilon}{\sqrt{1-k^2}} \right] + N_2$$

Thus $M_2 = 1$ and $N_2 = i\pi$

ii) approaching from right, $t = 1 + \varepsilon$

$$0 + i\pi = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\sqrt{1-k^2} + i\sqrt{(1+z)-1}}{\sqrt{(1+z)^2 - k^2}} \right] + N_2$$

$$0 + i\pi = M_2 \lim_{\varepsilon \rightarrow 0} \left[\ln \frac{\sqrt{1-k^2} + i\sqrt{z^2 - k^2}}{\sqrt{1+k^2 + 2z}} \right] + N_2$$

$$0 + i\pi = M_2 \ln \frac{\sqrt{1-k^2}}{\sqrt{1-k^2}} + N_2$$

Thus $M_2 = -1$ and $N_2 = i\pi$

Furthermore, where as $t \rightarrow +\infty$, $\theta = \frac{\pi}{2}$ or $\lim_{t \rightarrow +\infty}$

$$0 + i\frac{\pi}{2} = M_2 \ln(0+i) + N_2$$

$$0 + i\frac{\pi}{2} = M_2 \left(i\frac{\pi}{2} \right) + N_2$$

Thus $M_2 = -1$ and $N_2 = i\pi$

Finally, Ω reduces to

$$\Omega = \ln \frac{\sqrt{1-k^2} + i\sqrt{t^2-1}}{\sqrt{t^2-1}} \quad \text{for } t \leq -k \quad (26)$$

$$\Omega = \ln \frac{\sqrt{1-k^2} + i\sqrt{t^2-1}}{-\sqrt{t^2-k^2}} \quad \text{for } -k \leq t \leq 1 \quad (27)$$

$$\Omega = -\ln \frac{\sqrt{1-k^2} + i\sqrt{t^2-1}}{-\sqrt{t^2-k^2}} \quad \text{for } 1 \leq t \quad (28)$$

Evidently, Eq. (28) is equivalent to

$$\Omega = \ln \frac{-\sqrt{1-k^2} + i\sqrt{t^2-1}}{\sqrt{t^2-k^2}} \quad (29)$$

APPENDIX II

EVALUATION OF THE INTEGRAL

$$\int \frac{\sqrt{1-k^2}}{\pi} \left[\frac{1}{k} + \frac{ab}{t+c} + \frac{gb}{t-g} - \frac{1}{t+f} \right] \frac{dt}{\sqrt{t^2-k^2}} \quad (30)$$

Working each term of the integral separately, one has

A1. From CRC Table, formula - 134

$$\int \frac{dt}{t \sqrt{t^2-k^2}} = \frac{1}{k} \sec^{-1} \frac{t}{k} + C = \frac{1}{k} \cos^{-1} \frac{k}{t} + C \quad (31)$$

A2. From Gröbner and Hofreiter [Ref. 6] formula - 231.10a

$$\begin{aligned} \int \frac{dt}{(t+c) \sqrt{t^2-k^2}} &= -\frac{1}{\sqrt{c^2-k^2}} \ln \frac{\sqrt{(t^2-k^2)(c^2-k^2)} - kt - ct}{(t+c) \sqrt{c^2-k^2}} + C_1 \\ &= -\frac{1}{\sqrt{c^2-k^2}} \ln \frac{\sqrt{(t^2-k^2)(c^2-k^2)} - kt - ct}{t+c} + C_2 \end{aligned} \quad (32)$$

A3. Using the same method as A2

$$\int \frac{dt}{(t-g) \sqrt{t^2-k^2}} = -\frac{1}{\sqrt{g^2-k^2}} \ln \frac{\sqrt{(t^2-k^2)(g^2-k^2)} - kt + gt}{t-g} + C_3 \quad (33)$$

A4. Using the same method as A2

$$\int \frac{dt}{(t-f) \sqrt{t^2-k^2}} = -\frac{1}{\sqrt{f^2-k^2}} \ln \frac{\sqrt{(t^2-k^2)(f^2-k^2)} - kt - ft}{t+f} + C_4 \quad (34)$$

LIMIT PROCESS

Equations (31), (32) and (33) have no discontinuity at $t = -f$

For Eq. (31), one has

$$\frac{1}{k} \left[\left(\cos^{-1} \frac{k}{\infty} - \cos^{-1} \frac{k}{-1} \right) - \left(\cos^{-1} \frac{k}{+1} - \cos^{-1} \frac{k}{+\infty} \right) \right]$$

which reduces to

$$\frac{2}{k} \sin^{-1} k \quad (35)$$

For Eq. (32) we have

$$\lim_{Q \rightarrow \infty} \left[-\frac{1}{\sqrt{c^2 - k^2}} \ln \frac{(\sqrt{(Q^2 - k^2)(c^2 - k^2)} - k^2 + cQ)(\sqrt{(Q^2 - k^2)(c^2 - k^2)} - k^2 - cQ)(c+1)(c-1)}{(c-Q)(c+Q)(\sqrt{(1-k^2)(c^2 - k^2)} - k^2 + c)(\sqrt{(1-k^2)(c^2 - k^2)} - k^2 - c)} \right]$$

which reduces to

$$-\frac{2}{\sqrt{c^2 - k^2}} \ln \frac{\sqrt{1 - c^2}}{\sqrt{1 - k^2} + \sqrt{c^2 - k^2}} \quad (36)$$

For Eq. (33), using the same procedure as above, one has

$$-\frac{2}{\sqrt{g^2 - k^2}} \ln \frac{\sqrt{1 - g^2}}{\sqrt{1 - k^2} + \sqrt{g^2 - k^2}} \quad (37)$$

For Eq. (34) the inclusion of the discontinuity at $t = -f$ yields

$$\lim_{\substack{\varepsilon \rightarrow 0 \\ Q \rightarrow \infty}} \left\{ -\frac{1}{\sqrt{f^2 - k^2}} \ln \frac{\left[\sqrt{(f^2 - k^2)(f^2 - k^2)} - k^2 + f(f-\varepsilon) \right] \left[\sqrt{(Q^2 - k^2)(f^2 - k^2)} - k^2 + fQ \right]}{(f-f+\varepsilon)(f-Q)(f+Q) \left[\sqrt{(1-k^2)(f^2 - k^2)} - k^2 + f \right]} \right. \\ \left. \cdot \frac{\left[\sqrt{(Q^2 - k^2)(f^2 - k^2)} - k^2 - fQ \right] (f-1)(f-f-\varepsilon)(f+1)}{\left[\sqrt{(f^2 - k^2)(f^2 - k^2)} - k^2 + f(f+\varepsilon) \right] \left[\sqrt{(1-k^2)(f^2 - k^2)} - k^2 - f \right]} \right\}$$

which after simplification reduces to

$$-\frac{2}{\sqrt{f^2 - k^2}} \ln \frac{\sqrt{f^2 - 1}}{\sqrt{1 - k^2} + \sqrt{f^2 - k^2}} \quad (38)$$

Replacing Eqs. (35), (36), (37) and (38) in Eq. (15) one has

$$\begin{aligned}
 a + 2s = d \sin \beta + \frac{2\sqrt{1-k^2}}{\pi} \left[\frac{\gamma a}{k} \sin^{-1} k - \frac{\gamma b}{\sqrt{c^2+k^2}} \ln \frac{\sqrt{1-c^2}}{\sqrt{1-k^2} + \sqrt{c^2+k^2}} \right. \\
 \left. - \frac{\gamma b}{\sqrt{g^2-k^2}} \ln \frac{\sqrt{1-g^2}}{\sqrt{1-k^2} + \sqrt{g^2-k^2}} + \frac{d}{\sqrt{f^2-k^2}} \ln \frac{\sqrt{f^2-1}}{\sqrt{1-k^2} + \sqrt{f^2-k^2}} \right] \quad (39)
 \end{aligned}$$

APPENDIX III

EVALUATION OF THE INTEGRAL

$$\int_{-1}^{+1} \sqrt{\frac{t^2-1}{t^2-k^2}} \left(\frac{\alpha}{\pi} \frac{1}{t} + \frac{\alpha b}{\pi} \frac{1}{t+c} + \frac{\alpha b}{\pi} \frac{1}{t-g} - \frac{d}{\pi} \frac{1}{t+f} \right) dt \quad (40)$$

Consider the following typical integral

$$\int_{-1}^{+1} \sqrt{\frac{t^2-1}{t^2-k^2}} \frac{dt}{t+p} \quad (41)$$

Multiplying by $\sqrt{t^2-1}$ the numerator and the denominator, we

have
$$\int_{-1}^{+1} \frac{(t^2-1) dt}{\sqrt{(t^2-1)(t^2-k^2)} \cdot (t+p)}$$

Dividing (t^2-1) by $(t+p)$, we can express the integral as

$$\int_{-1}^{+1} \frac{t dt}{\sqrt{(t^2-1)(t^2-k^2)}} - p \int_{-1}^{+1} \frac{dt}{\sqrt{(t^2-1)(t^2-k^2)}} + (p^2-1) \int_{-1}^{+1} \frac{dt}{(t+p) \sqrt{(t^2-k^2)(t^2-1)}} \quad (42)$$

Note that the first integral in Eq. (42) is an odd function of t . Thus its integration from -1 to $+1$ reduces to zero. The same result is obtained for the third integral when $p = 0$.

From Gröbner [Ref. 6] formulas 244.8a 4 and 244.8a 7 one has

$$\int \frac{dt}{\sqrt{(t^2-1)(t^2-k^2)}} = \frac{2}{1+k} F(\varphi, h) \quad (43)$$

and

$$\int \frac{dt}{(t+p) \sqrt{(t^2-1)(t^2-k^2)}} = \frac{1}{(k+p)(k+1)} \left\{ 2 F(\varphi, h) + \frac{2(k-1)}{(1+p)} \Pi \left(\varphi, \frac{2(k+p)}{(k+1)(p+1)}, h \right) \right\} \quad (44)$$

where

$$h = \frac{2\sqrt{k}}{1+k} \quad (45)$$

and ψ is given by

$$\sin^2 \psi = \frac{(k+1)(t-1)}{2(t-k)} \quad (46)$$

and $F(\psi, h)$ is defined by $\int_0^{\sin \psi} \frac{dx}{\sqrt{(1-x^2)(1-h^2 x^2)}}$

and $\bar{U}(\psi, \alpha^2, h)$ is defined as $\int_0^{\sin \psi} \frac{dx}{(1-\alpha^2 x^2) \sqrt{(1-x^2)(1-h^2 x^2)}}$

In taking the limit of Eqs. (43) and (44), it must be noted that the integral from -1 to +1 is to be performed by going from -1 to $-\infty$, to $+\infty$ to +1. Replacing the value of t in Eq. (46), it is seen that ψ goes from $\frac{\pi}{2}$ to zero when t goes from -1 to +1, in the sense described above.

Replacing Eqs. (43) and (44) in Eq. (42) and noting that ψ goes from $\frac{\pi}{2}$ to zero, we have:

$$\int_{-1}^{+1} \sqrt{\frac{t^2-1}{t^2-k^2}} \frac{dt}{t+p} = \frac{2}{1+k} \left\{ \frac{1+pk}{k+p} K(h) + \frac{(1-k)(p-1)}{(k+p)} \bar{U}\left(\frac{\pi}{2}, \frac{2(k+p)}{(k+1)(p+1)}, 1\right) \right\} \quad (47)$$

where $K(h)$ is the complete elliptic integral of the first kind and h is as defined by Eq. (45).

Replacing Eq. (47) in Eq. (40) and replacing P by its appropriate value, we have

$$\begin{aligned}
 & \int_{-1}^{+1} \sqrt{\frac{t^2-1}{t^2-k^2}} \left(\frac{\alpha}{\pi} \frac{1}{t} + \frac{\alpha b}{\pi} \frac{1}{t+c} + \frac{\gamma b}{\pi} \frac{1}{t-g} - \frac{d}{\pi} \frac{1}{t+f} \right) dt = \\
 & \frac{2b}{\pi(1+k)} \left\{ \left[\left(\frac{1+ck}{k+c} \right) \alpha + \left(\frac{1-gk}{k-g} \right) \gamma - \left(\frac{1+fk}{k+f} \right) \frac{d}{b} \right] \cdot K(h) \right. \\
 & + \frac{\alpha(1-k)(c-1)}{(k+c)} \pi \left[\left(\frac{\pi}{2}, \frac{2(k+c)}{(k+1)(c+1)}, h \right) \right. \\
 & + \frac{\gamma(1-k)(1-g)}{(g-k)} \pi \left[\left(\frac{\pi}{2}, \frac{2(k-g)}{(k+1)(1-g)}, h \right) \right. \\
 & \left. \left. - \frac{d}{b} \frac{(1-k)(f-1)}{(k+f)} \pi \left[\left(\frac{\pi}{2}, \frac{2(k+f)}{(k+1)(f+1)}, h \right) \right] \right] \right\} \tag{48}
 \end{aligned}$$

The singularity at $t = -f$ is evaluated separately in Appendix V.

APPENDIX IV

EVALUATION OF COMPLETE ELLIPTIC INTEGRAL OF THE THIRD KIND

In the general case of Complete Elliptic Integrals of third kind

$$\Pi\left(\frac{\pi}{2}, \alpha^2, h\right) \quad (49)$$

According to C. Heuman [Ref. 5] they can be reduced to combinations of first and second kind elliptic integrals, depending on the value of α^2 , that is depending on whether the integrals are hyperbolic or circular.

In the present case

$$\alpha^2 = \frac{2(k+p)}{(k+1)(1+p)} \quad (50)$$

where p can be f , c , or $-g$ and

$$h = \frac{2\sqrt{h}}{k+1} \quad (51)$$

a. For the case of $p = f$, we have $\alpha^2 > 1$

$$\Pi\left(\frac{\pi}{2}, \alpha^2, h\right) = -\frac{\alpha K Z(\beta, h)}{\sqrt{(\alpha^2-1)(\alpha^2-h^2)}} \quad (52)$$

where

$$\beta = \sin^{-1}\left(\frac{1}{\alpha}\right)$$

b. For the case of $p = c$, we have $h^2 < \alpha^2 < 1$

and the transformation becomes

$$\Pi\left(\frac{\pi}{2}, \alpha^2, h\right) = \frac{\pi}{2} \frac{\alpha \mathcal{H}_0(\xi, h)}{\sqrt{(\alpha^2-h^2)(1-\alpha^2)}} \quad (53)$$

where

$$\xi = \sin^{-1} \sqrt{\frac{\alpha^2 - h^2}{\alpha^2(1-h^2)}}$$

c. For the case of $p = -g$, we have $\alpha^2 < 0$

and the transformation becomes:

$$\Pi\left(\frac{\pi}{2}, \alpha^2, h\right) = \frac{h^2 K}{h^2 - \alpha^2} - \frac{\pi}{2} \frac{\alpha^2 \Lambda_0(\phi, h)}{\sqrt{\alpha^2(1-\alpha^2)(\alpha^2-h^2)}} \quad (54)$$

where

$$\phi = \sin^{-1} \sqrt{\frac{\alpha^2}{\alpha^2 - h^2}}$$

where the Heuman's Lambda function Λ_0 is defined as

$$\Lambda_0(\beta, h) = \frac{2}{\pi} \left[E F(\beta, h') + K E(\beta, h') - K F(\beta, h') \right] \quad (55)$$

and the Jacobi's Zeta function Z is defined as

$$Z(\beta, h) = E(\beta, h) - \frac{E}{K} F(\beta, h) \quad (56)$$

where

$E(\beta, h)$ is the elliptic integral of the second kind (57)

$F(\beta, h)$ is the elliptic integral of the first kind (58)

and $E = E\left(\frac{\pi}{2}, h\right)$ (59)

$K = F\left(\frac{\pi}{2}, h\right)$ (60)

and $h'^2 = 1 - h^2$

Subroutine CEL3 was written to calculate the complete elliptic integrals of the third kind for all the cases of α^2 cited above.

APPENDIX V

EVALUATION OF THE DISCONTINUITY OF THE INTEGRAL

$$\int_{-1}^{+1} \frac{dt}{(t+f) \sqrt{(t^2-k^2)(t^2-1)}} \quad (61)$$

Since there is a discontinuity at $t = -f$, we have to go to the limiting process as follows

$$\int_{-1}^{+1} f(t) dt = \int_{-1}^{-f+\epsilon} f(t) dt + \int_{-f-\epsilon}^{+1} f(t) dt \quad \text{as } \epsilon \rightarrow 0 \quad (62)$$

As calculated in Appendix IV

$$\int \frac{dt}{(t+f) \sqrt{(t^2-k^2)(t^2-1)}} = \frac{2}{(1+k)(f+k)} \left\{ F(\varphi, \lambda) - \frac{(1-\lambda)}{(f+1)} \Pi\left(\varphi, \frac{2(k+1)}{(1+k)(1+f)}, h\right) \right\} \quad (63)$$

where

$$\sin^2 \varphi = \frac{(t-1)(1+k)}{2(t-k)} \quad (64)$$

When taking $\int_{-1}^{+1} f(t) dt$ at $t = -f$, we have $\int_{-f}^0 f'(t) dt$ which means that $F(\varphi, \lambda)$ reduces to K (complete elliptic integral of the first kind) and $\Pi(\varphi, \lambda, h)$ reduces to $\Pi(\lambda^2, h)$ (complete elliptic integral of the third kind).

The only term which has a discontinuity is $\Pi(\varphi, \lambda, h)$ since $F(\varphi, \lambda)$ is continuous.

At $t = -f + \epsilon$

$$\varphi_1 = \sin^{-1} \sqrt{\frac{(1+k)(1+f-\epsilon)}{2(f+k-\epsilon)}}$$

and at $t = -f - \epsilon$

$$\varphi_2 = \sin^{-1} \sqrt{\frac{(1+k)(1+f+\epsilon)}{2(f+k+\epsilon)}}$$

Then Eq. (62) becomes

$$B(0) - B(\varphi_1) + B(\varphi_2) - B\left(\frac{\pi}{2}\right) \quad (65)$$

Let us examine in particular, $B(\varphi_1) - B(\varphi_2)$, or

$$\Pi(\varphi, \alpha^2, h) - \Pi(\varphi_2, \alpha^2, h) \quad (66)$$

Transforming $\Pi(\varphi, \alpha^2, h)$ into a combination of first kind elliptic

integrals and Zeta and Theta functions, according to [Ref. 4], we have

$$\Pi(\varphi, \alpha^2, h) = - \frac{\alpha [F(\varphi, h)Z(A, h) - \Omega_4]}{\sqrt{(\alpha^2-1)(\alpha^2-h^2)}} \quad (67)$$

where

$$\Omega_4 = \frac{1}{2} \ln \frac{\sin[\omega(A) + \nu]}{\sin[\omega(A) - \nu]} + \sum_{m=1}^{\infty} q^m \frac{\sin 2m\nu \sin 2m\omega(A)}{m \sinh 2mp}$$

$$A = \sin^{-1}\left(\frac{1}{\alpha}\right)$$

$$\nu = \frac{\pi}{2K} F(\varphi, h)$$

$$p = \frac{\pi}{2K} K(h')$$

$$\omega(\xi) = \frac{\pi}{2K} F(\xi, h)$$

$$q = e^{-2p}$$

when we take $B(\varphi_1) - B(\varphi_2)$ where $B(\varphi)$ is given by Eq. (67), we are left with

$$B(\varphi_1) - B(\varphi_2) = - \frac{\alpha [\Omega_4(\varphi_1) - \Omega_4(\varphi_2)]}{\sqrt{(\alpha^2-1)(\alpha^2-h^2)}} \quad (68)$$

Examining Ω_4 further we find that every term is independent of ξ except ν , which is a function of φ . Thus Eq. (68) may be written as

$$B(\varphi_1) - B(\varphi_2) = - \frac{\alpha}{2\sqrt{(\alpha^2-1)(\alpha^2-h^2)}} \left[\ln \frac{\sin \left[\frac{\pi}{2K} \{F(A, h) + F(\varphi_1, h)\} \right]}{\sin \left[\frac{\pi}{2K} \{F(A, h) - F(\varphi_1, h)\} \right]} \right. \\ \left. - \ln \frac{\sin \left[\frac{\pi}{2K} \{F(A, h) + F(\varphi_2, h)\} \right]}{\sin \left[\frac{\pi}{2K} \{F(A, h) - F(\varphi_2, h)\} \right]} \right] \quad (69)$$

Simplifying, Eq. (69) reduces to

$$= - \frac{\frac{x}{2}}{\sqrt{(\alpha^2-1)(\alpha^2-1)}} \ln \frac{\sin \left[\frac{\pi}{2K} \{ F(A, h) + F(\varphi_1, h) \} \right] \cdot \sin \left[\frac{\pi}{2K} \{ F(A, h) - F(\varphi_2, h) \} \right]}{\sin \left[\frac{\pi}{2K} \{ F(A, h) - F(\varphi_1, h) \} \right] \cdot \sin \left[\frac{\pi}{2K} \{ F(A, h) + F(\varphi_2, h) \} \right]}$$

in the limit as $\varepsilon \rightarrow 0$, $\varphi_1 \rightarrow \varphi_2 \rightarrow \varphi$

The ratio inside the \ln will reduce to unity unless $F(A, h) = \pm F(\varphi, h)$

Replacing A by

$$A = \sin^{-1} \frac{1}{\alpha} = \sin^{-1} \sqrt{\frac{(1+k)(1+f)}{2(k+f)}}$$

and φ by

$$\varphi = \sin^{-1} \sqrt{\frac{(1+k)(1+f)}{2(k+f)}}$$

Then $A = \varphi$

Thus we have an undetermined case of the type $\ln \frac{0}{0}$

Defining

$$F(\varphi_1, h) = F_1 \quad - \frac{\varphi_2}{\sqrt{(\alpha^2-1)(\alpha^2-h^2)}} = b$$

$$F(\varphi_2, h) = F_2$$

$$\frac{\pi}{2K} = \alpha$$

and using L'Hopital's rule, we have

$$= \lim_{\varepsilon \rightarrow 0} b \ln \frac{\sin(aF + aF_1)}{\sin(aF + aF_2)} + \lim_{\varepsilon \rightarrow 0} b \ln \frac{\sin(aF - aF_2)}{\sin(aF - aF_1)} \quad (70)$$

which is equal to

$$= \lim_{\varepsilon \rightarrow 0} b \ln \frac{\sin(aF - aF_2)}{\sin(aF - aF_1)}$$

Using L'Hopital's rule

$$= \lim_{\varepsilon \rightarrow 0} b \ln \frac{\cos(\alpha F - \alpha F_2) \frac{\partial F_2}{\partial \varepsilon}}{\cos(\alpha F - \alpha F_1) \frac{\partial F_1}{\partial \varepsilon}}$$

or

$$= \lim_{\varepsilon \rightarrow 0} b \ln \frac{\frac{\partial F_2}{\partial \varepsilon}}{\frac{\partial F_1}{\partial \varepsilon}} \quad (71)$$

From Hildebrand (Adv. Calc. for Eng.) page 352, one has

$$\frac{\partial F(\varphi, h)}{\partial \varepsilon} = f(\sin \varphi) \frac{\partial \sin \varphi}{\partial \varepsilon} \quad (72)$$

where

$$f(\sin \varphi) = f(\varepsilon) = \frac{1}{\sqrt{(1-k^2) \left(1 - \frac{k^2(1+k)(1+f+\varepsilon)}{2(f+k+\varepsilon)} \right)}} \quad (73)$$

Then

$$\frac{\partial \sin(\varphi_1)}{\partial \varepsilon} = \sqrt{\frac{(k+1)}{2}} \frac{(k-1)}{2(f+k+\varepsilon)^{3/2} \sqrt{f+1+\varepsilon}} \quad (74)$$

and

$$\frac{\partial \sin(\varphi_2)}{\partial \varepsilon} = -\sqrt{\frac{(k+1)}{2}} \frac{(1-k)}{2(f+k-\varepsilon)^{3/2} \sqrt{f+1-\varepsilon}} \quad (75)$$

Now replacing Eqs. (72), (73), (74) and (75) in Eq. (71), and letting

$\varepsilon \rightarrow 0$, one has

$$B(\varphi_1) - B(\varphi_2) = 0$$

APPENDIX VI

DERIVATION OF TURBULENCE - INTENSITY EQUATION

On a hot-wire anemometer the heat transfer equilibrium equation is given by

$$\frac{I^2 R_w}{R_w - R_g} = A + B \sqrt{U} \quad (76)$$

where I = current through the wire

R_w = operating resistance

R_g = cold resistance

A and B = constants

U = instantaneous velocity of the fluid

From (76) at $U = 0$ $I = I_0$

So

$$\frac{I^2 R_w}{R_w - R_g} = \frac{I_0^2 R_w}{R_w - R_g} + B \sqrt{U}$$

Multiplying both sides of the equation by R_w and replacing $I^2 R^2$ by E^2 we obtain

$$E^2 = E_0^2 + B R_w (R_w - R_g) \sqrt{U}$$

or

$$E^2 = E_0^2 + C \sqrt{U} \quad (77)$$

Since the wire is kept at a constant temperature R_w and R_g are constants.

Taking the derivative with respect to time, one has

$$2E \frac{dE}{dt} = \frac{C \sqrt{U}}{2U} \frac{dU}{dt} \quad (78)$$

From Eq. (77) $c\sqrt{U} = E^2 - E_0^2$

Then Eq. (78) becomes

$$\frac{1}{U} \frac{dU}{dt} = \frac{4E}{E^2 - E_0^2} \frac{dE}{dt}$$

where $\frac{dU}{dt} = \sqrt{\bar{u}^2}$ = velocity variation

and $\frac{dE}{dt} = \sqrt{\bar{e}^2}$ = voltage variation

Finally we have .

$$\frac{\sqrt{\bar{u}^2}}{U} = \frac{4E}{E^2 - E_0^2} \sqrt{\bar{e}^2}$$

in other words, turbulence intensity is equal to $\frac{4E}{E^2 - E_0^2}$
times RMS reading.

TABLE I

Point in the z-plane	Corresponding Value in the t-plane	Corresponding Value in the -plane
A	0	$-\ln \frac{VA}{V_j} + i \frac{\pi}{2}$
B	-k	$+\infty + i \begin{cases} c \\ \pi/2 \end{cases}$
C	-c	$-\ln \frac{VC}{V_j} + i c$
D	-1	$0 + i c$
E	f	$0 + i \beta$
F	1	$0 + i \pi$
G	g	$-\ln \frac{VG}{V_j} + i \pi$
H	k	$+\infty + i \begin{cases} \pi \\ \pi/2 \end{cases}$

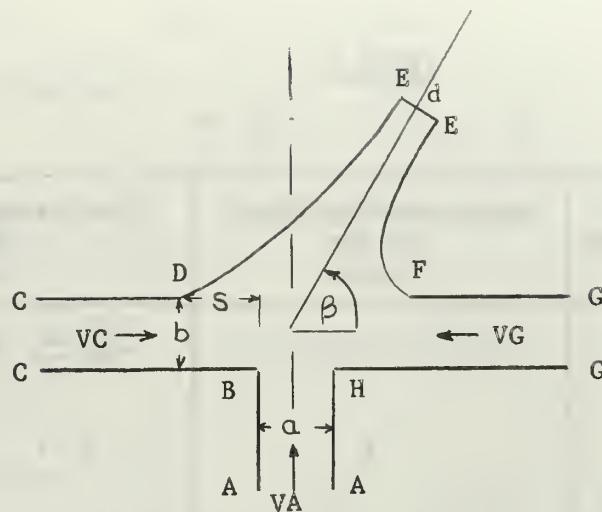


Figure 1a z-plane

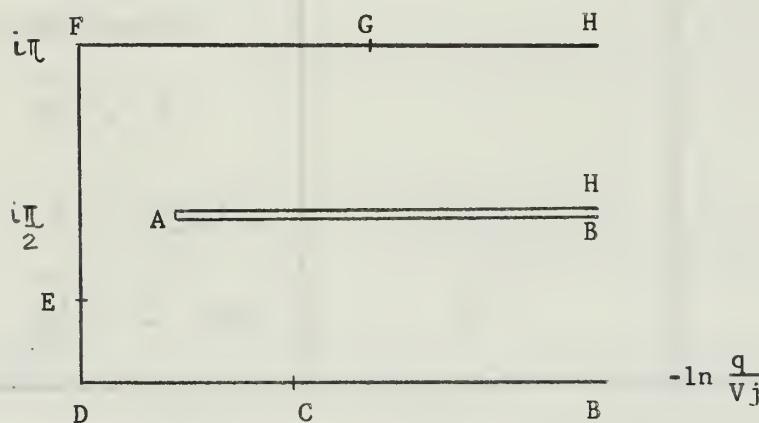


Figure 1b -plane

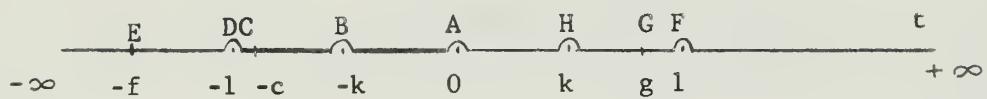


Figure 1c t-plane

Figure 1 Transformations Planes

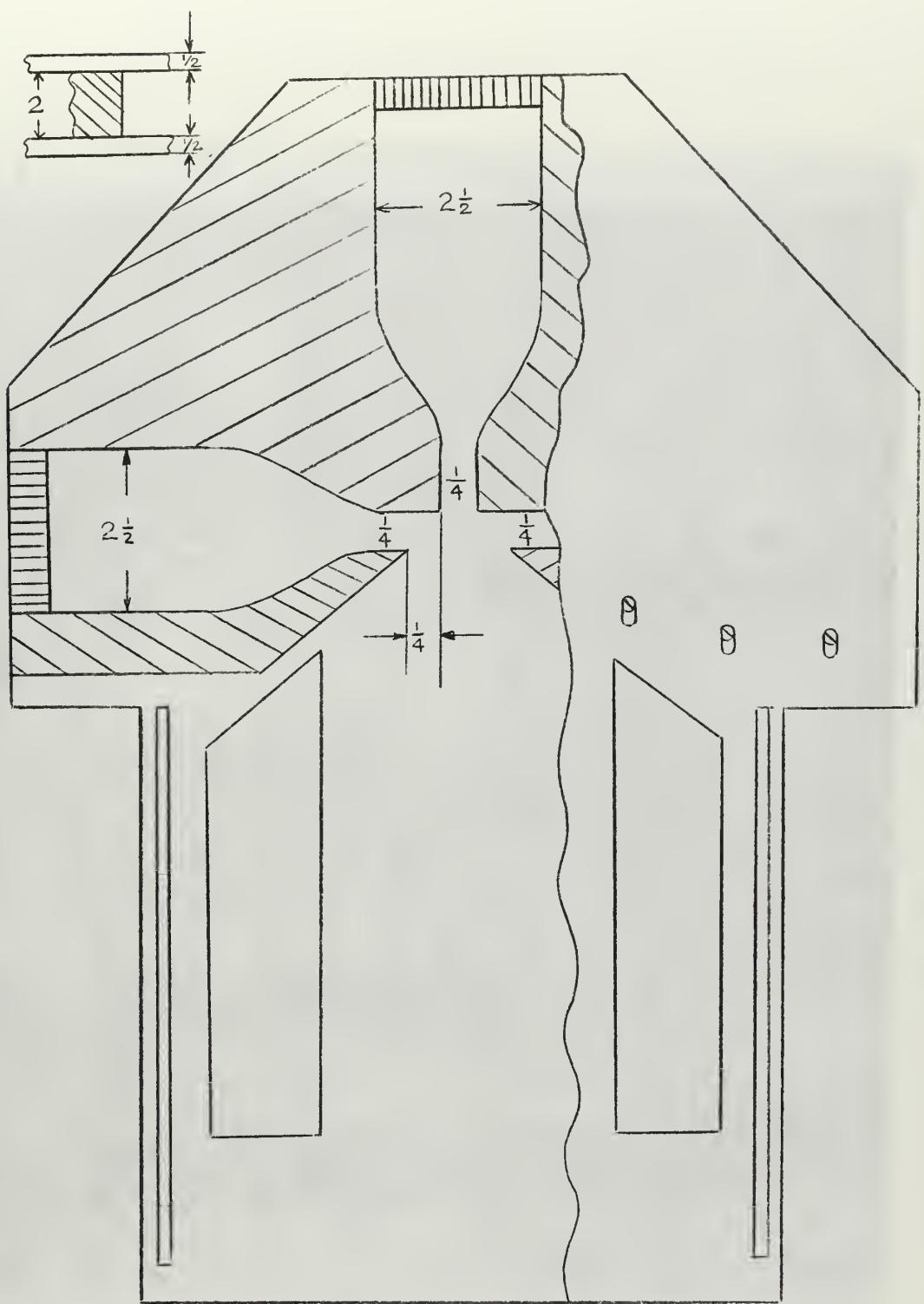


Figure 2 Jet Assembly

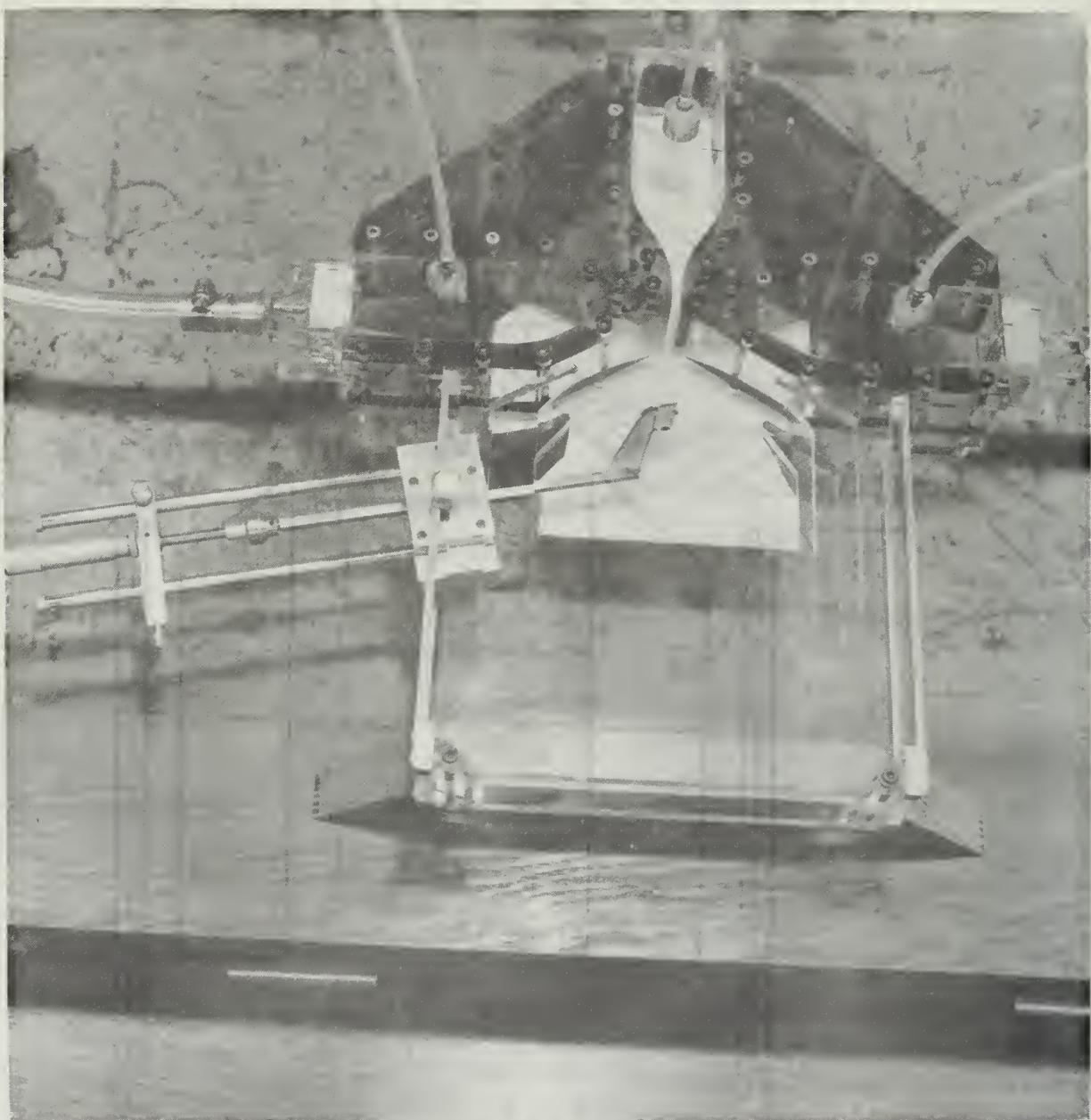


Figure 3 Jet Assembly

Figure 4 Calibration Equipment



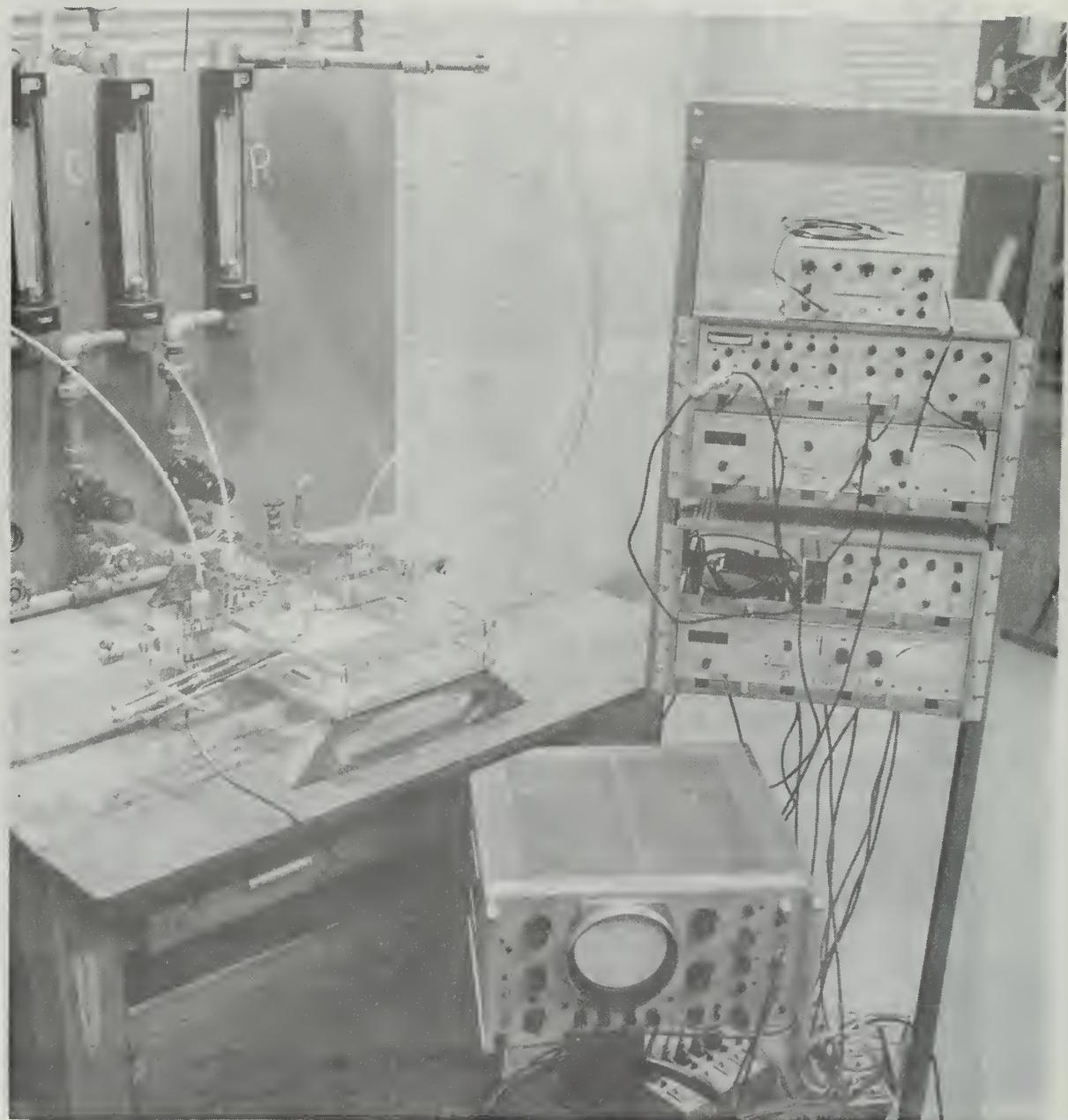


Figure 5 General Setup of Experiment

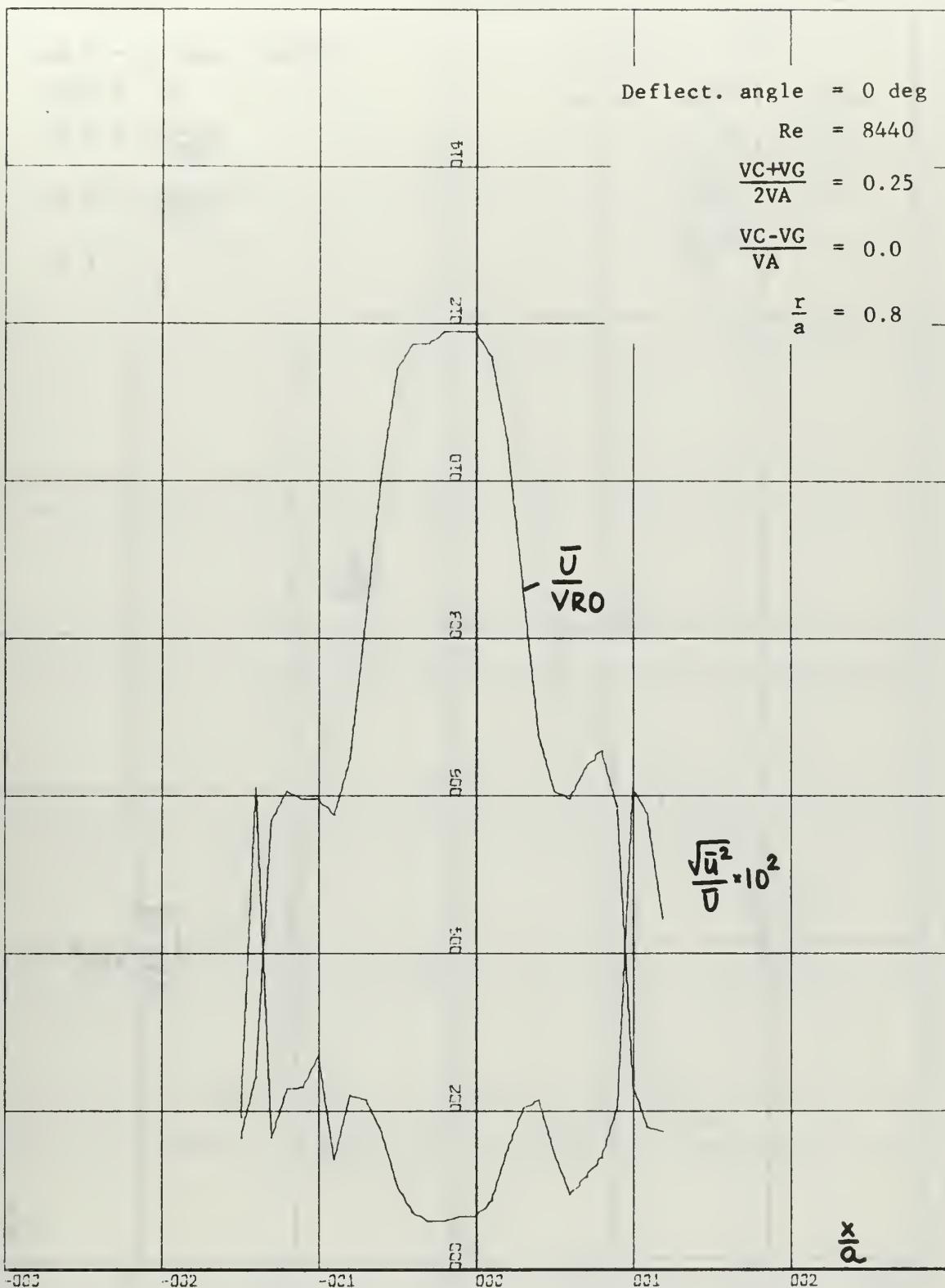


FIGURE 6 VELOCITY PROFILE AND TURBULENCE INTENSITY

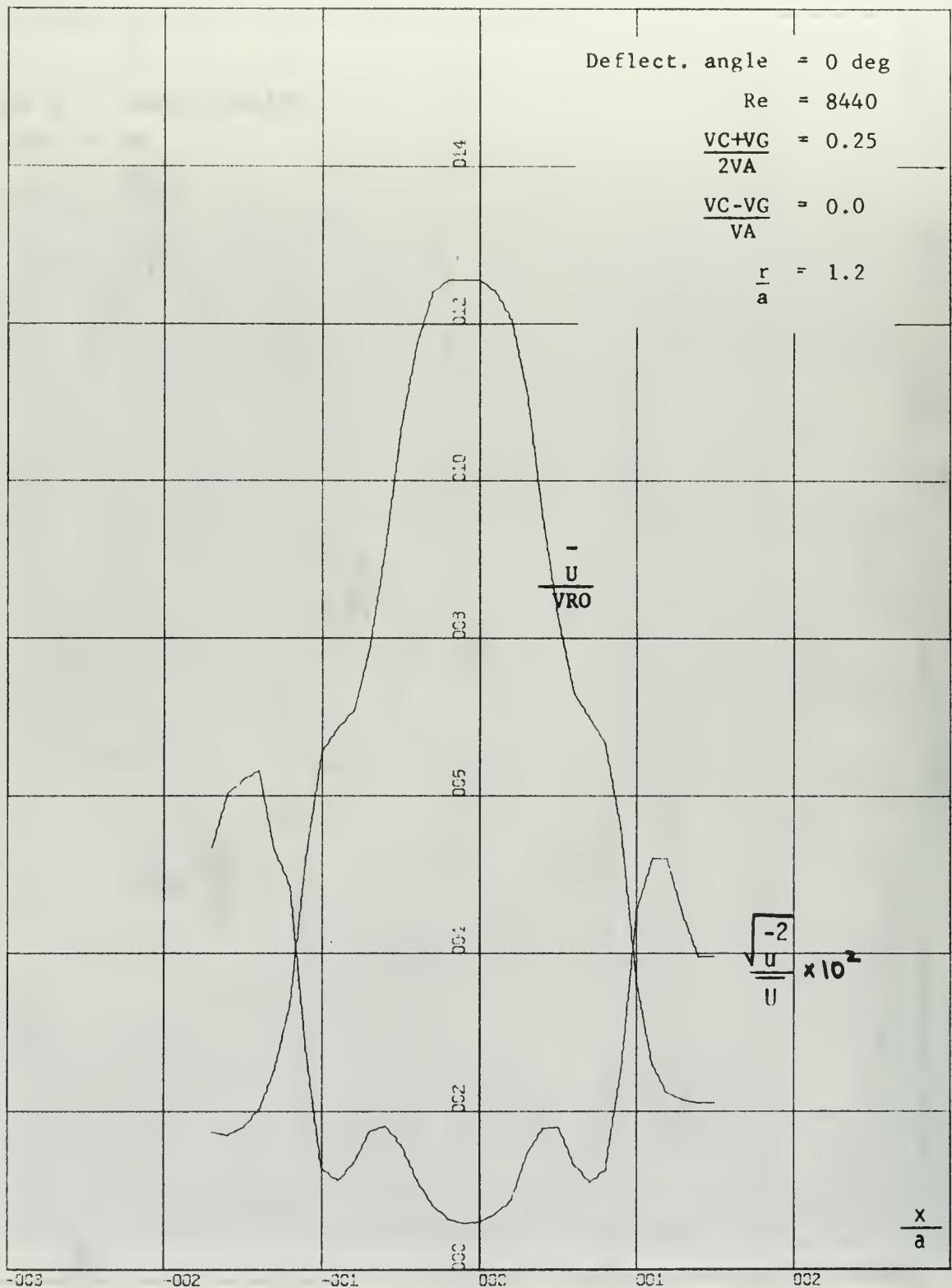


FIGURE 7 VELOCITY PROFILE AND TURBULENCE INTENSITY

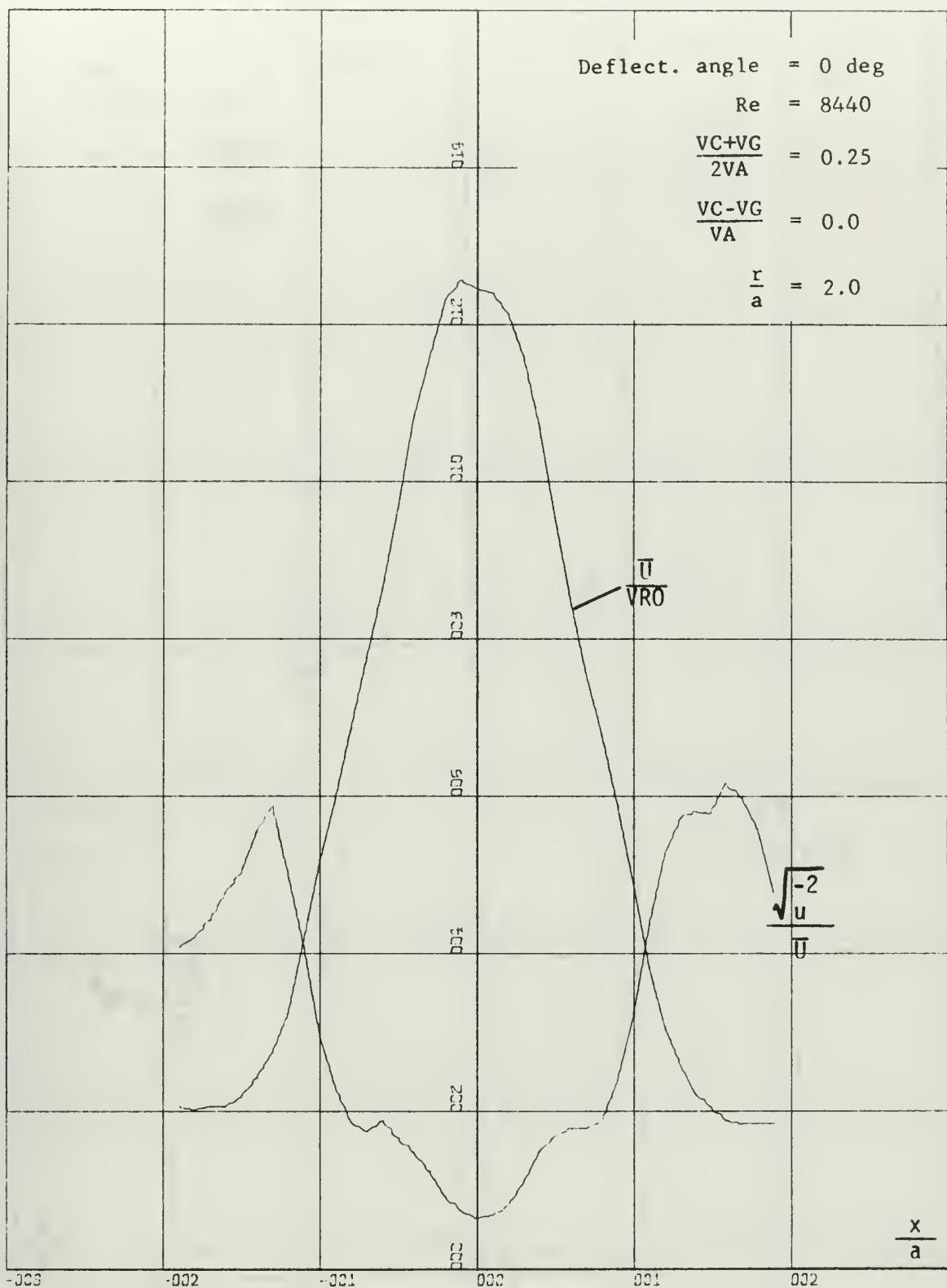


FIGURE 8 VELOCITY PROFILE AND TURBULENCE INTENSITY

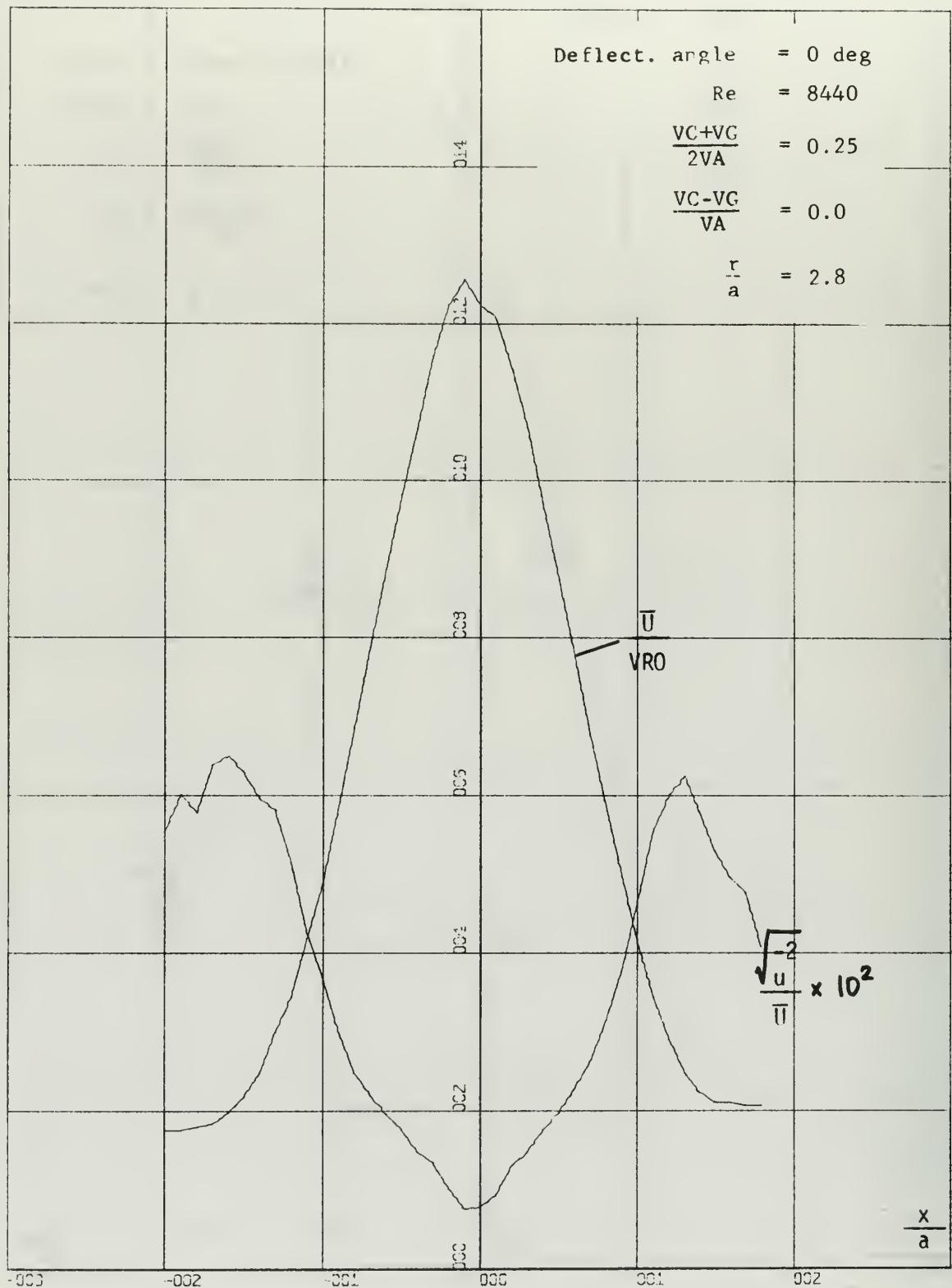
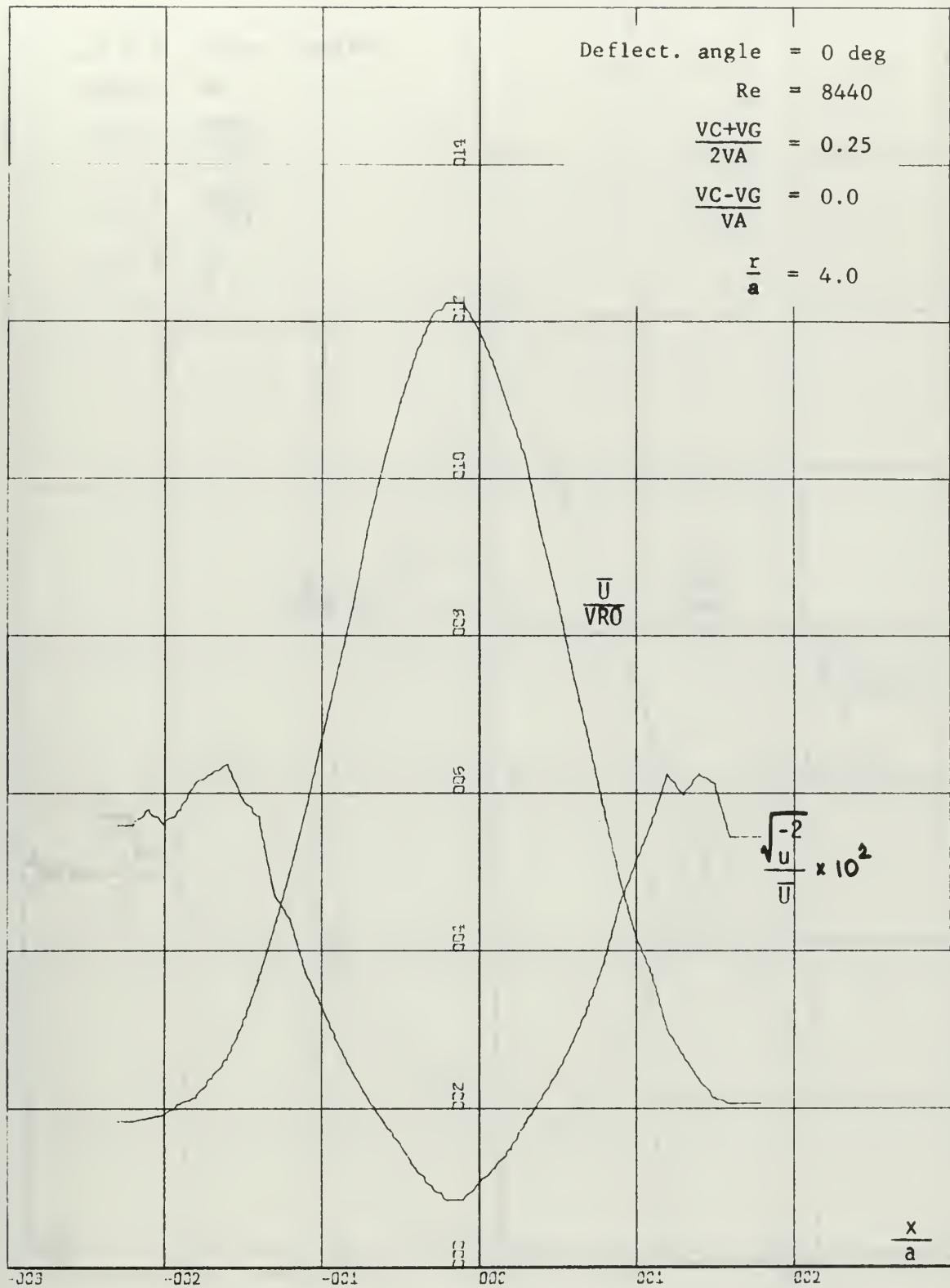


FIGURE 9 VELOCITY PROFILE AND TURBULENCE INTENSITY



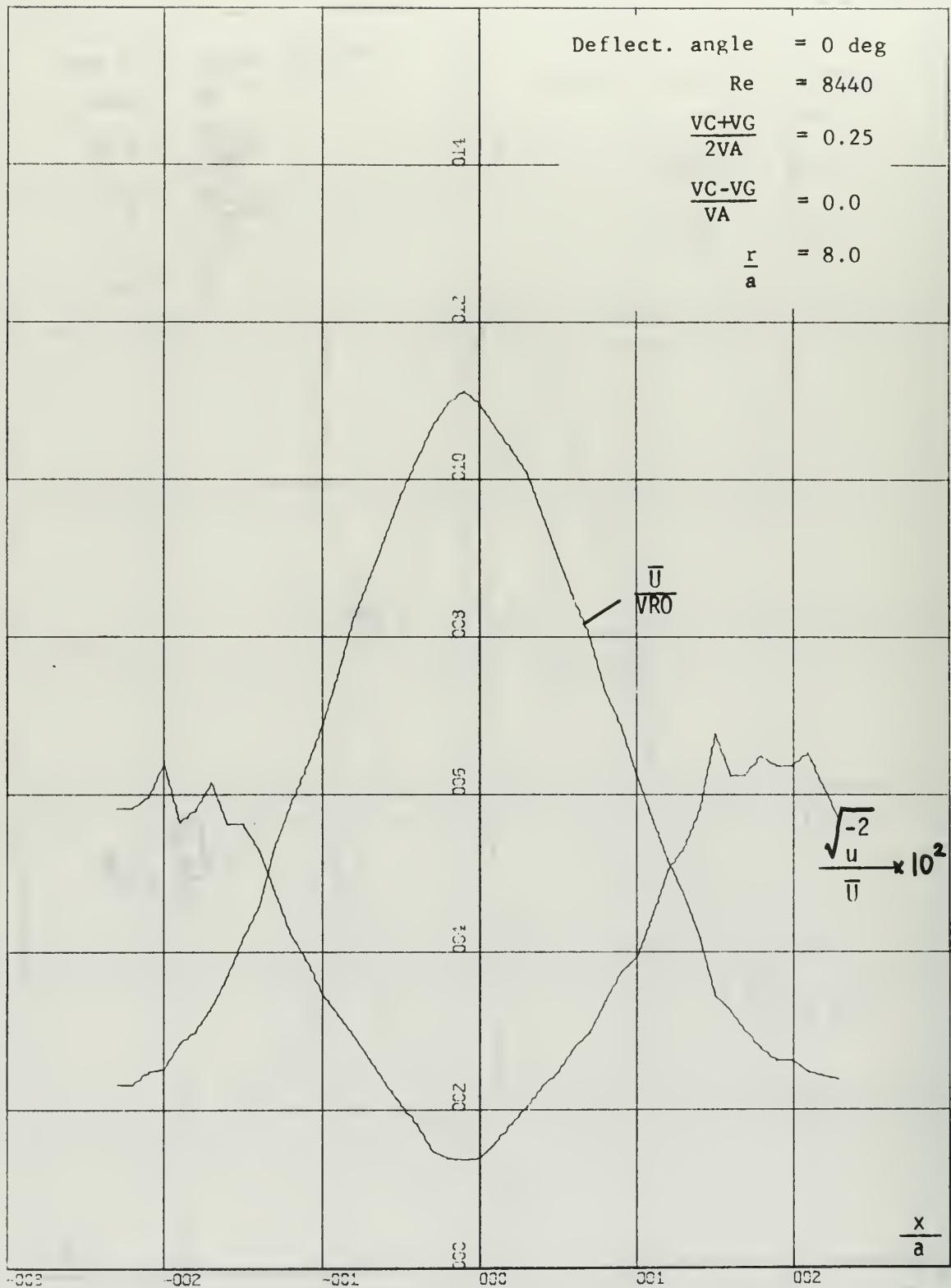


FIGURE 11 VELOCITY PROFILE AND TURBULENCE INTENSITY

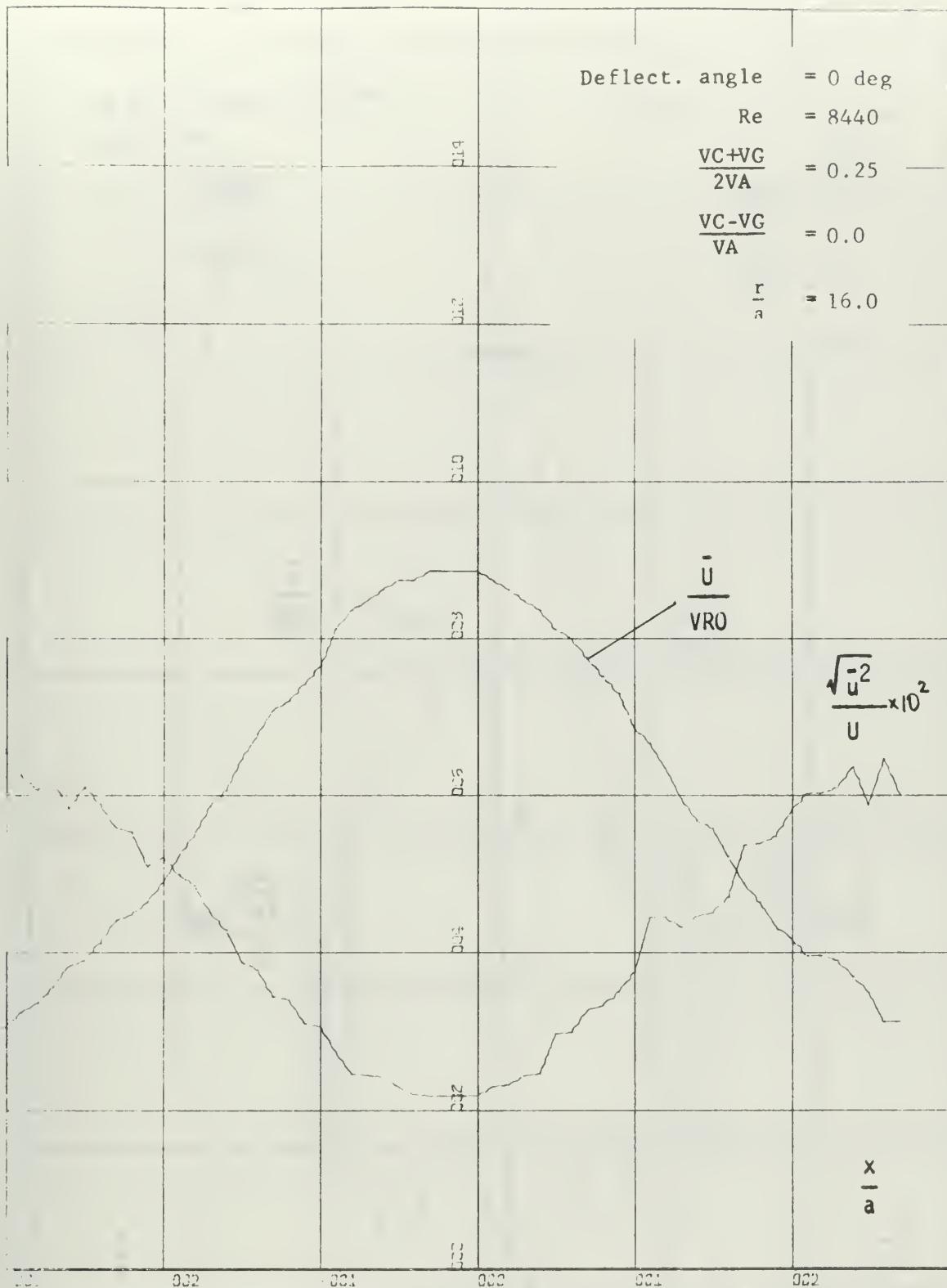


FIGURE 12 VELOCITY PROFILE AND TURBULENCE INTENSITY

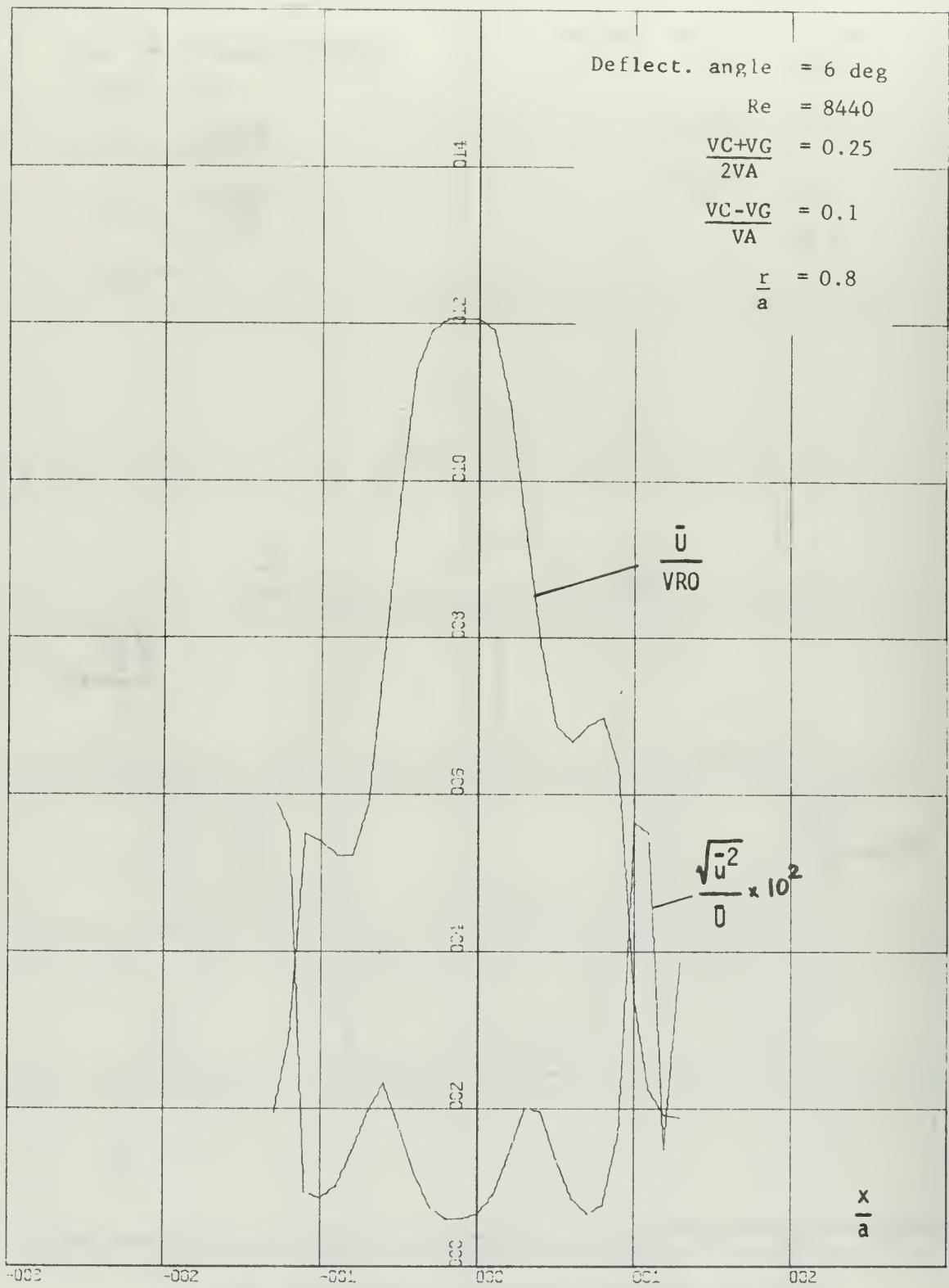


FIGURE 13 VELOCITY PROFILE AND TURBULENCE INTENSITY

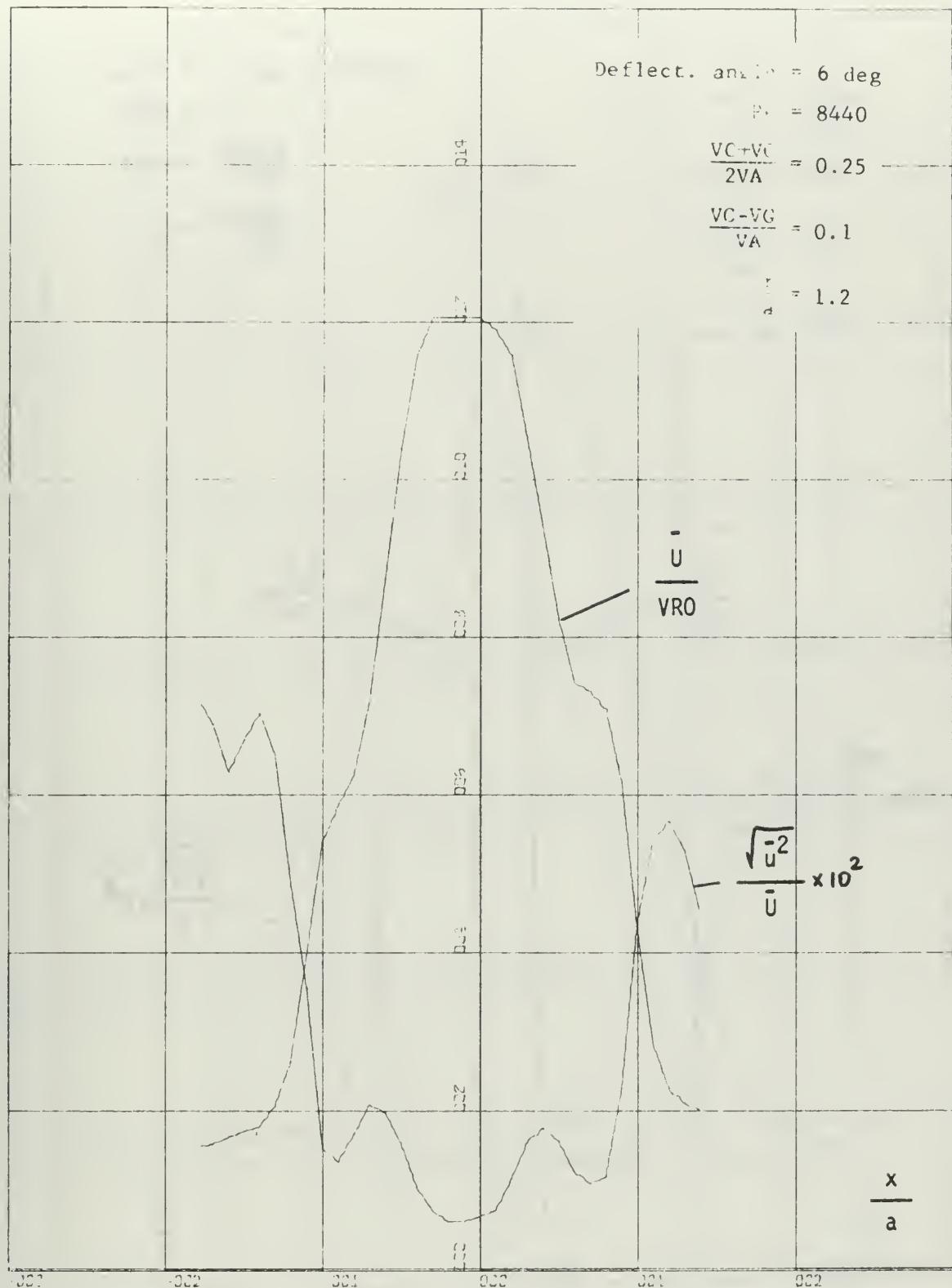


FIGURE 14 VELOCITY PROFILE AND TURBULENCE INTENSITY

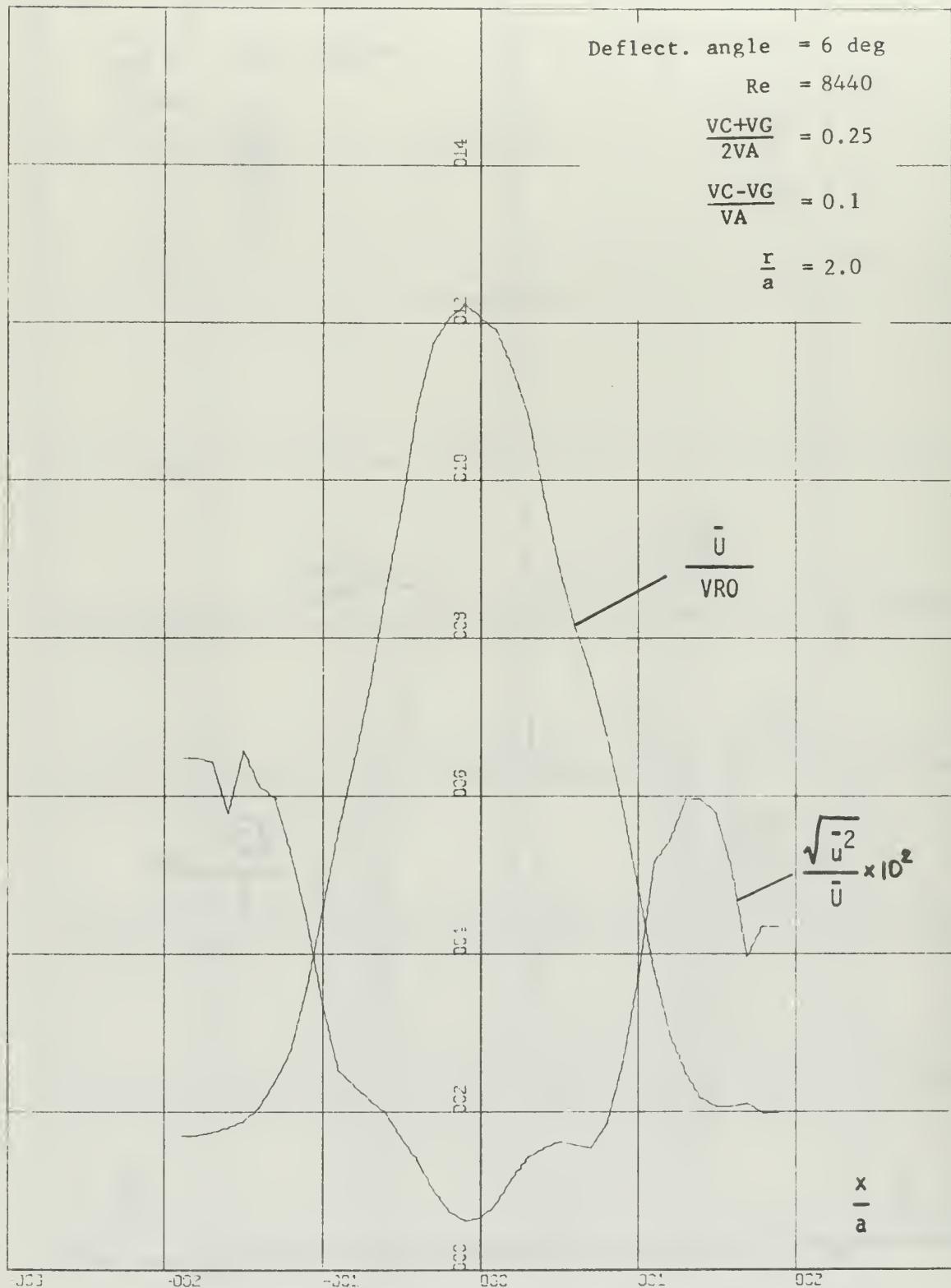


FIGURE 15 VELOCITY PROFILE AND TURBULENCE INTENSITY

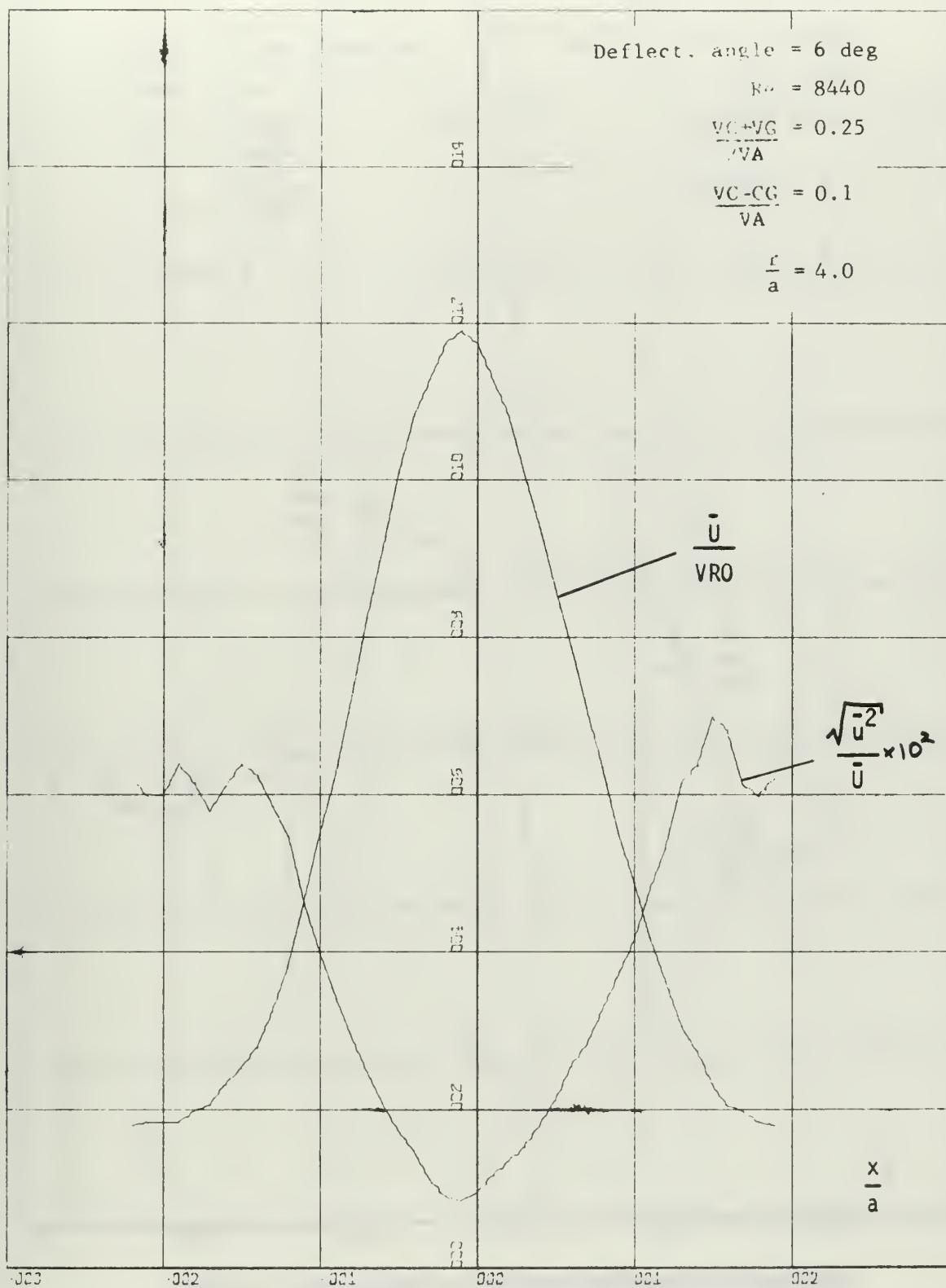


FIGURE 16 VELOCITY PROFILE AND TURBULENCE INTENSITY

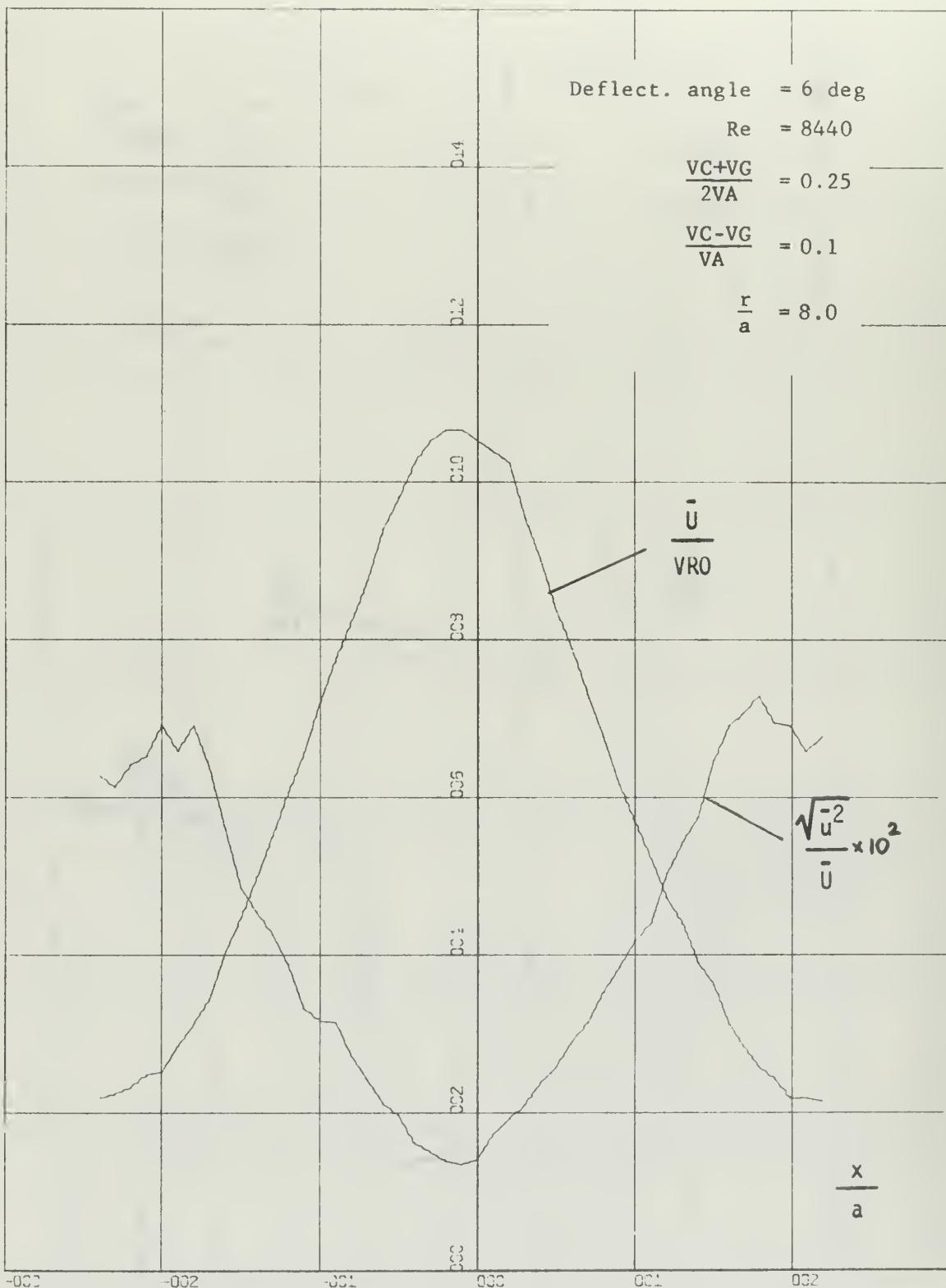


FIGURE 17 VELOCITY PROFILE AND TURBULENCE INTENSITY

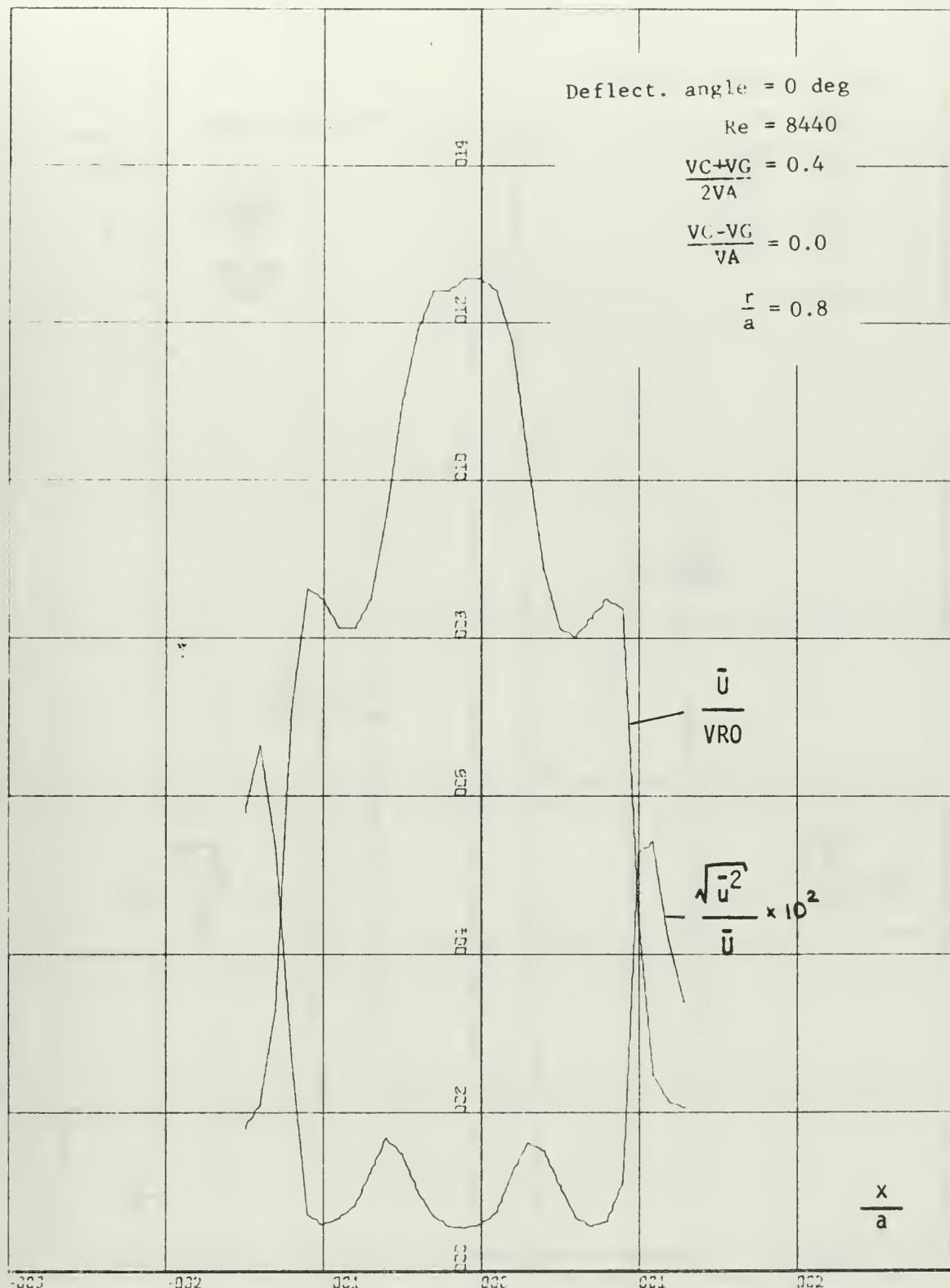


FIGURE 18 VELOCITY PROFILE AND TURBULENCE INTENSITY

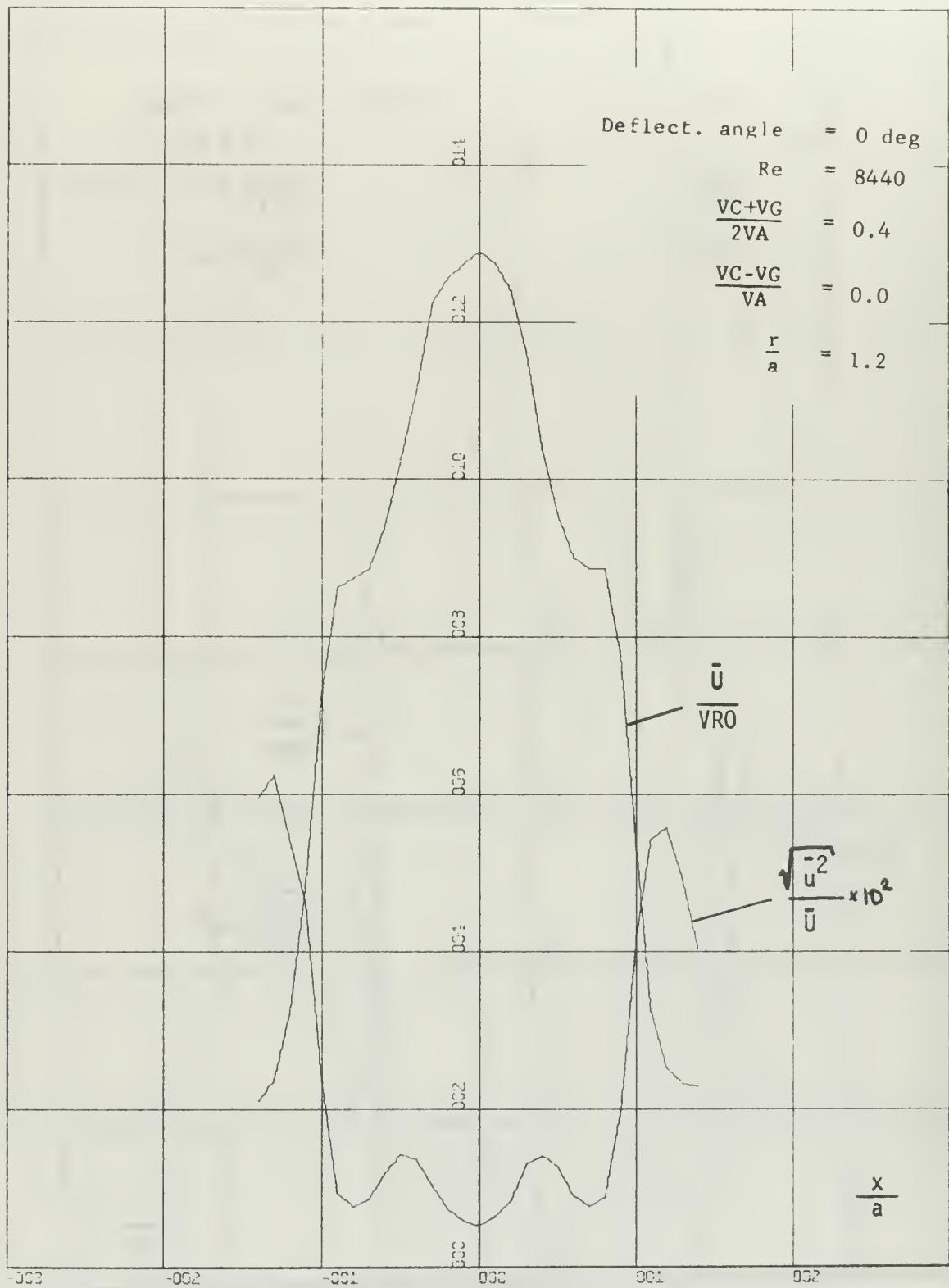


FIGURE 19 VELOCITY PROFILE AND TURBULENCE INTENSITY

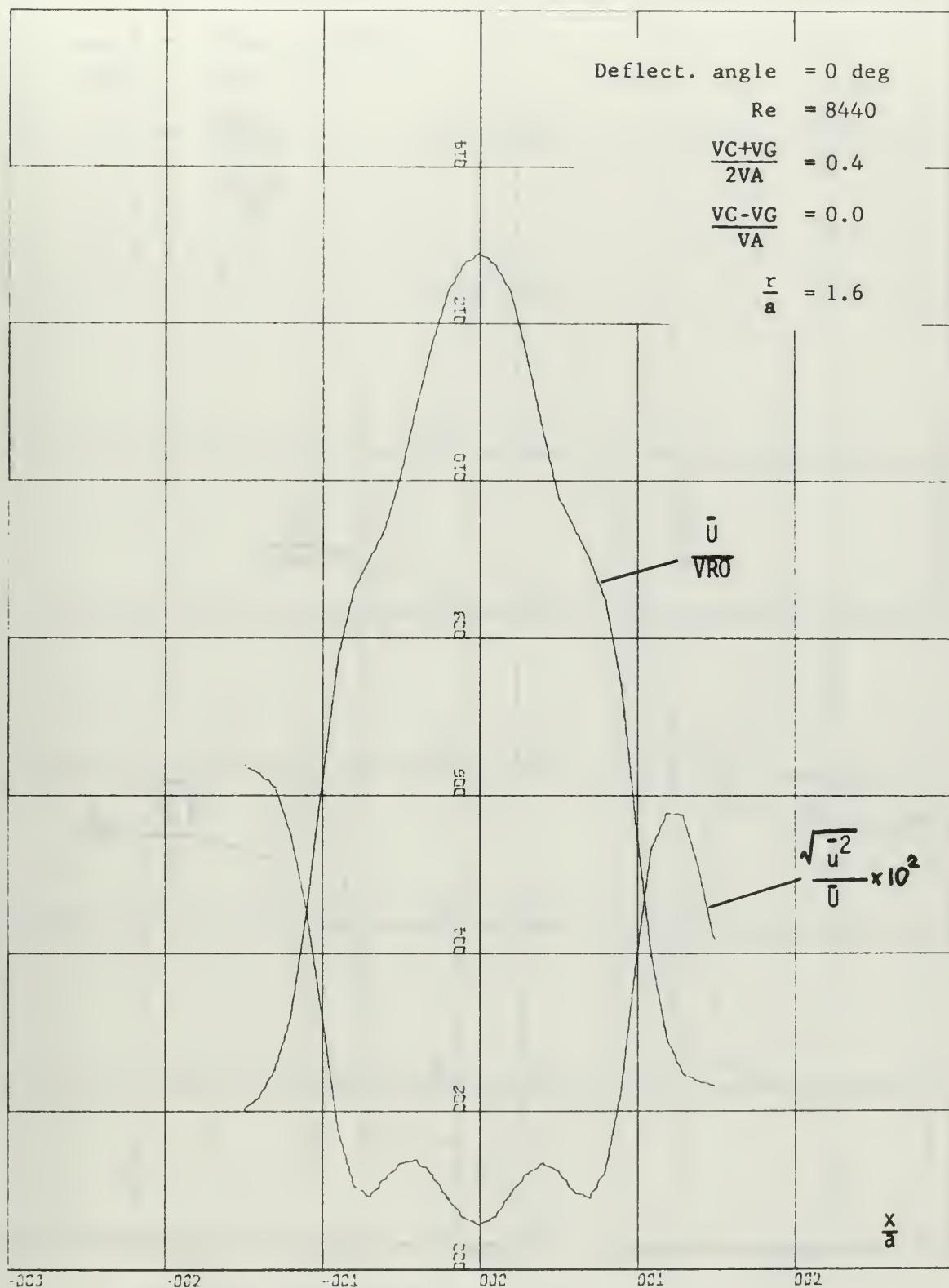


FIGURE 20 VELOCITY PROFILE AND TURBULENCE INTENSITY

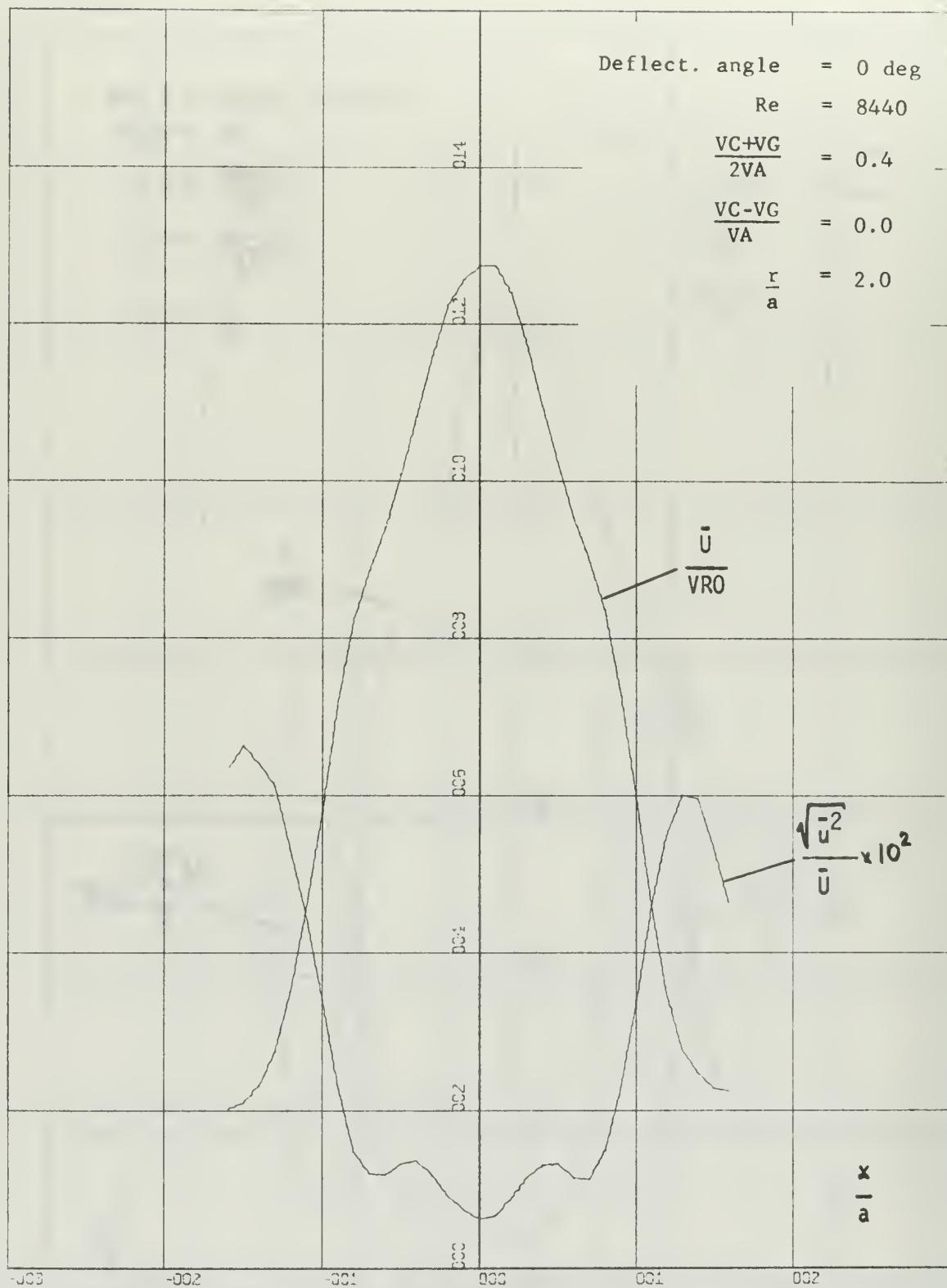


FIGURE 21 VELOCITY PROFILE AND TURBULENCE INTENSITY

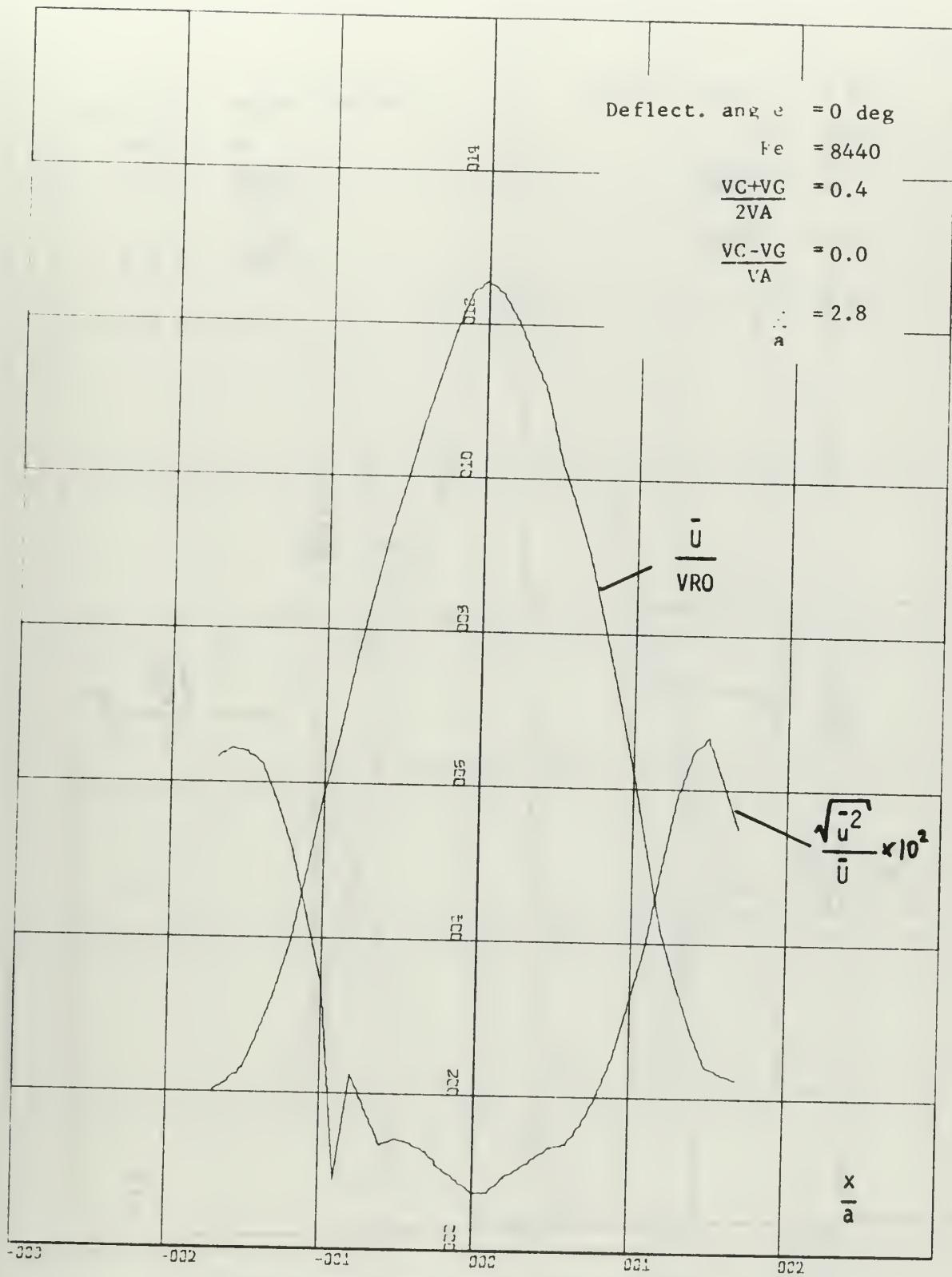


FIGURE 22 VELOCITY PROFILE AND TURBULENCE INTENSITY

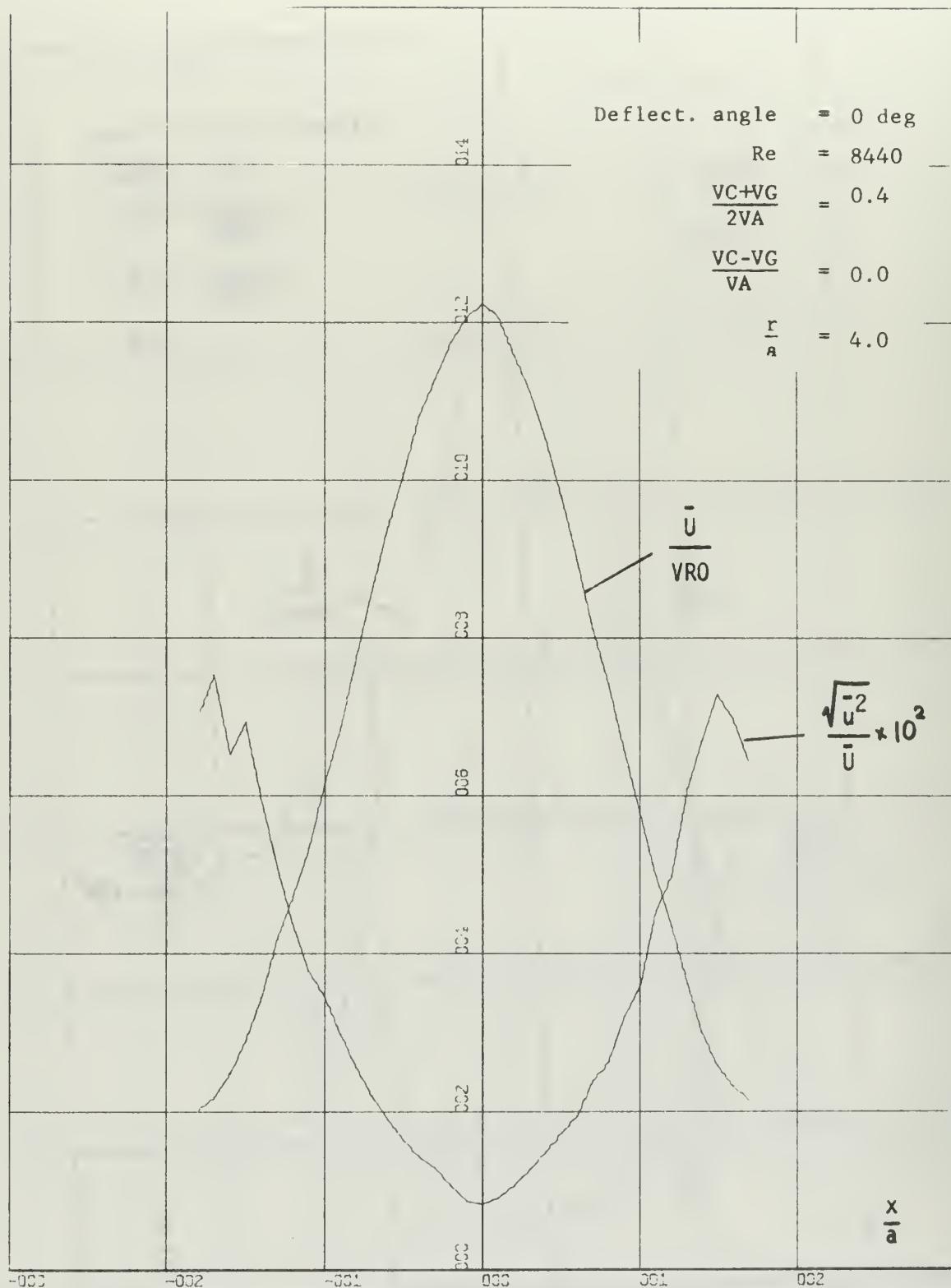


FIGURE 23 VELOCITY PROFILE AND TURBULENCE INTENSITY

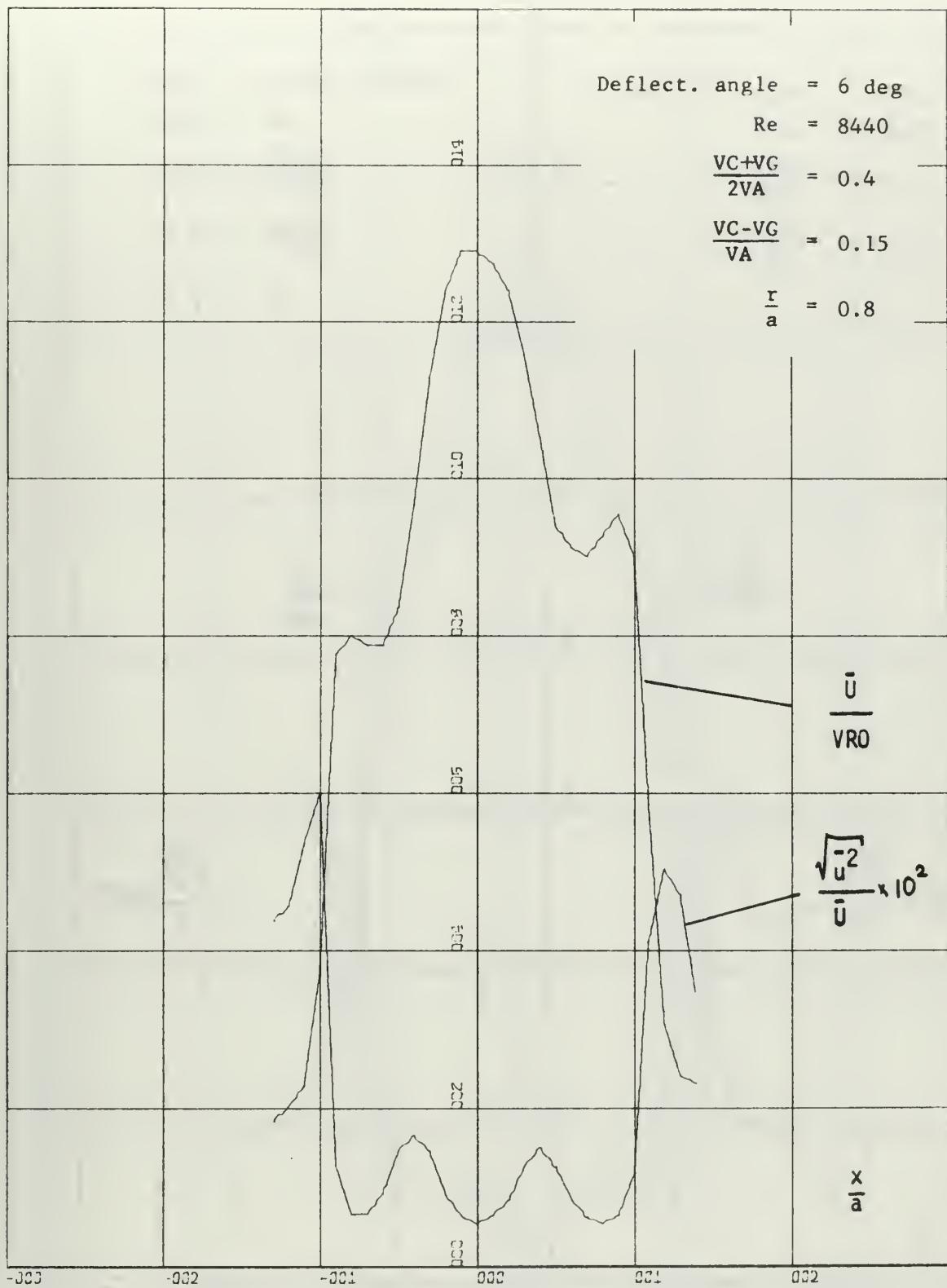


FIGURE 24 VELOCITY PROFILE AND TURBULENCE INTENSITY

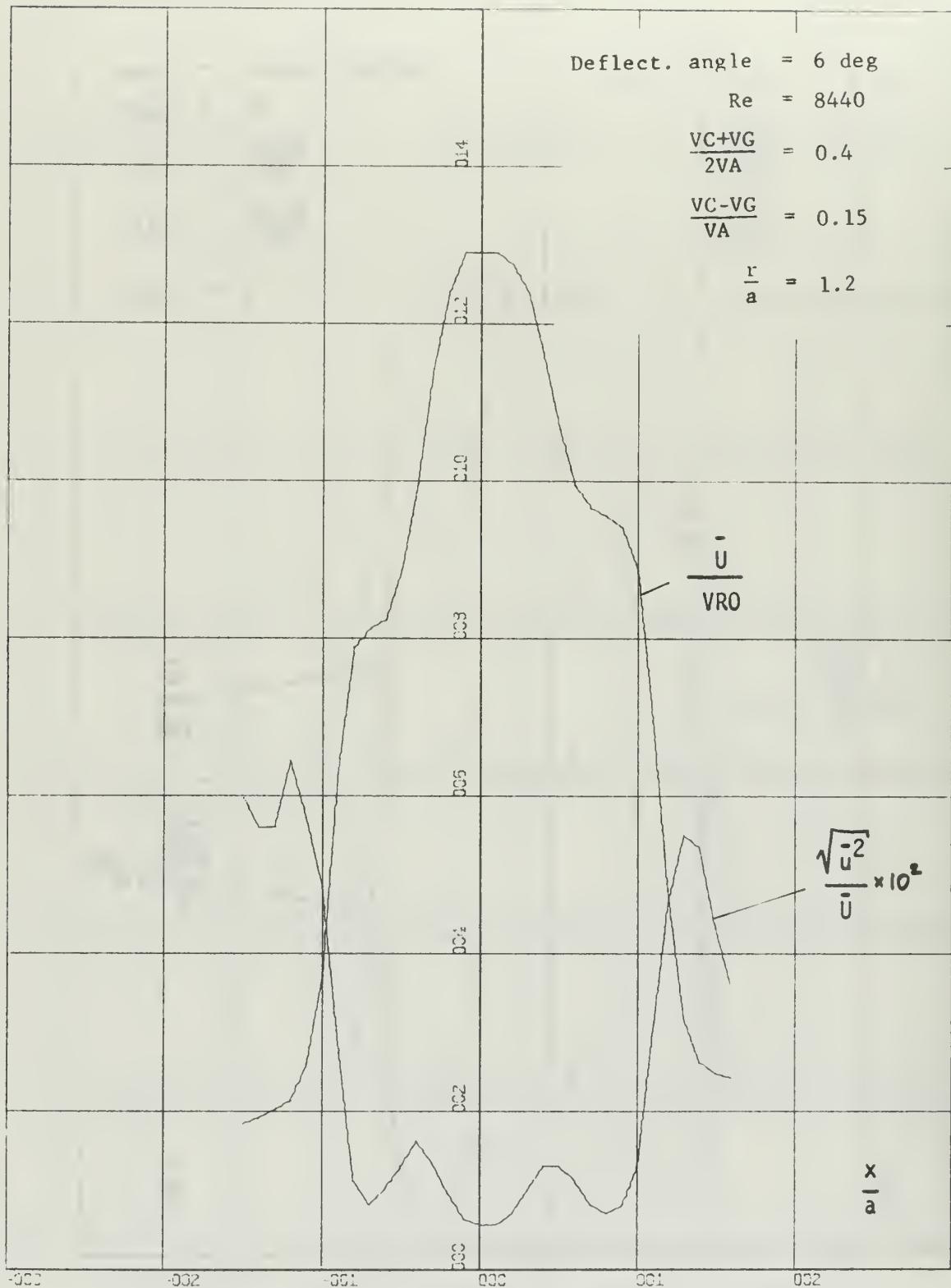


FIGURE 25 VELOCITY PROFILE AND TURBULENCE INTENSITY

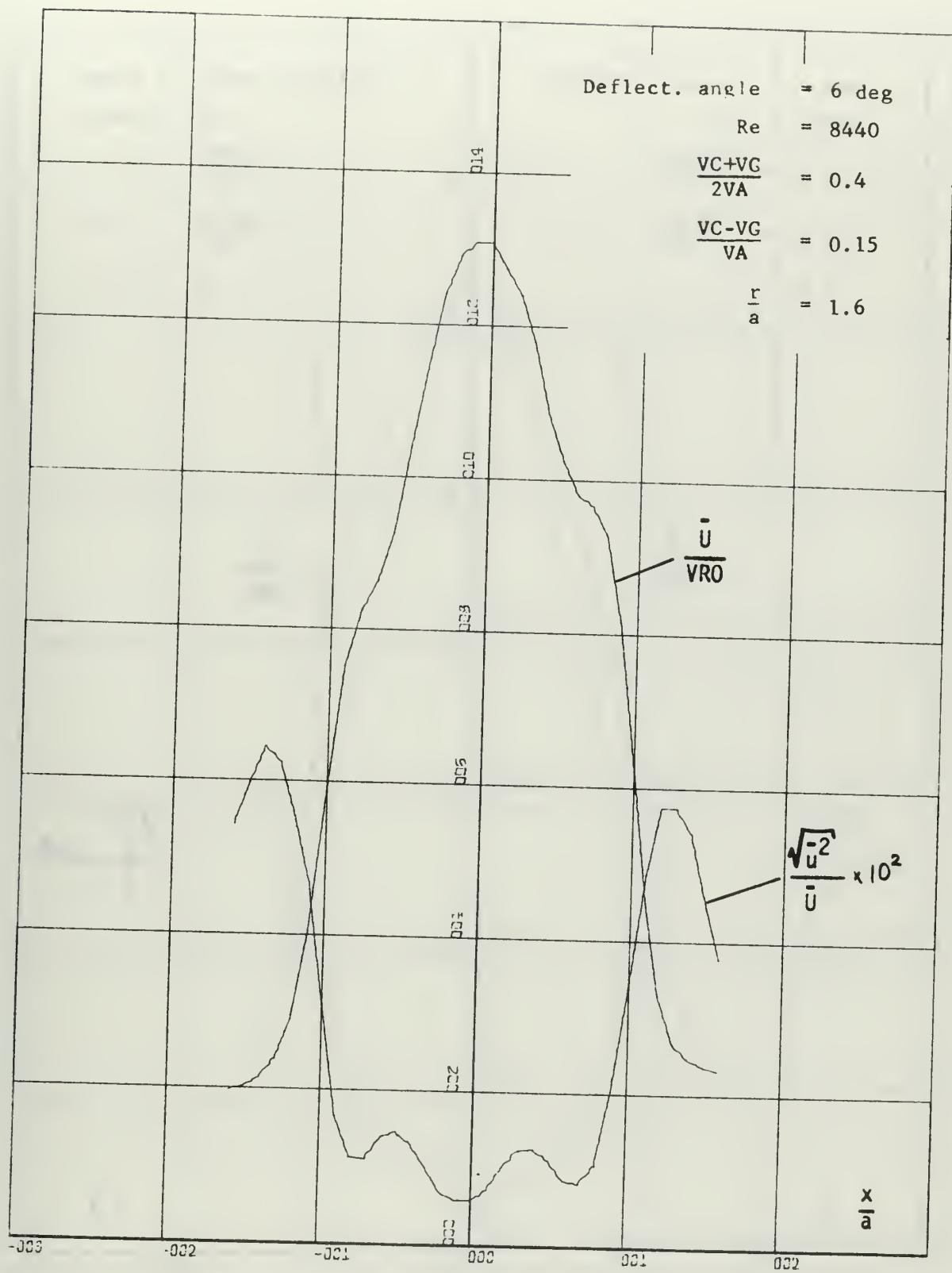
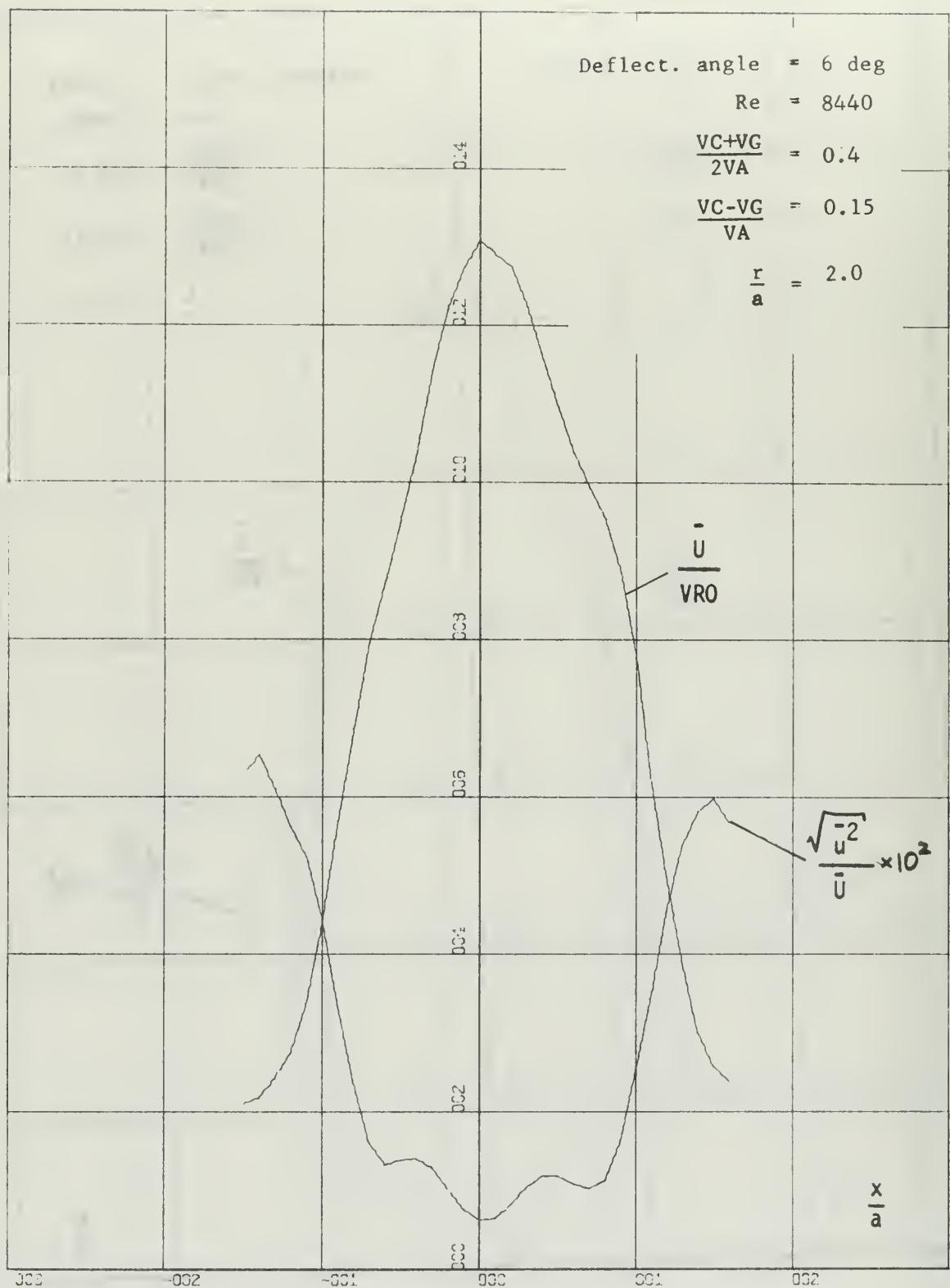


FIGURE 26 VELOCITY PROFILE AND TURBULENCE INTENSITY



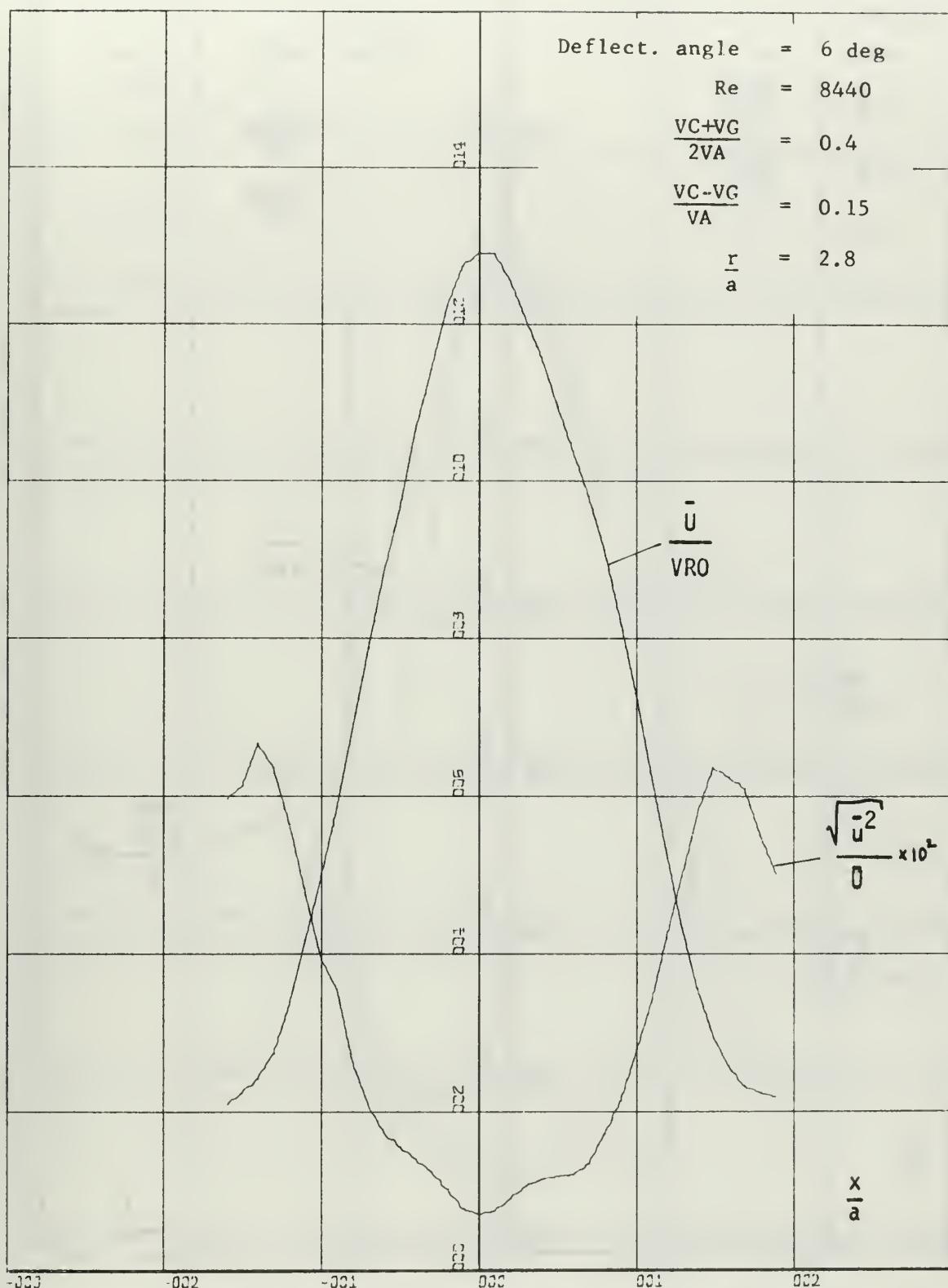


FIGURE 28 VELOCITY PROFILE AND TURBULENCE INTENSITY

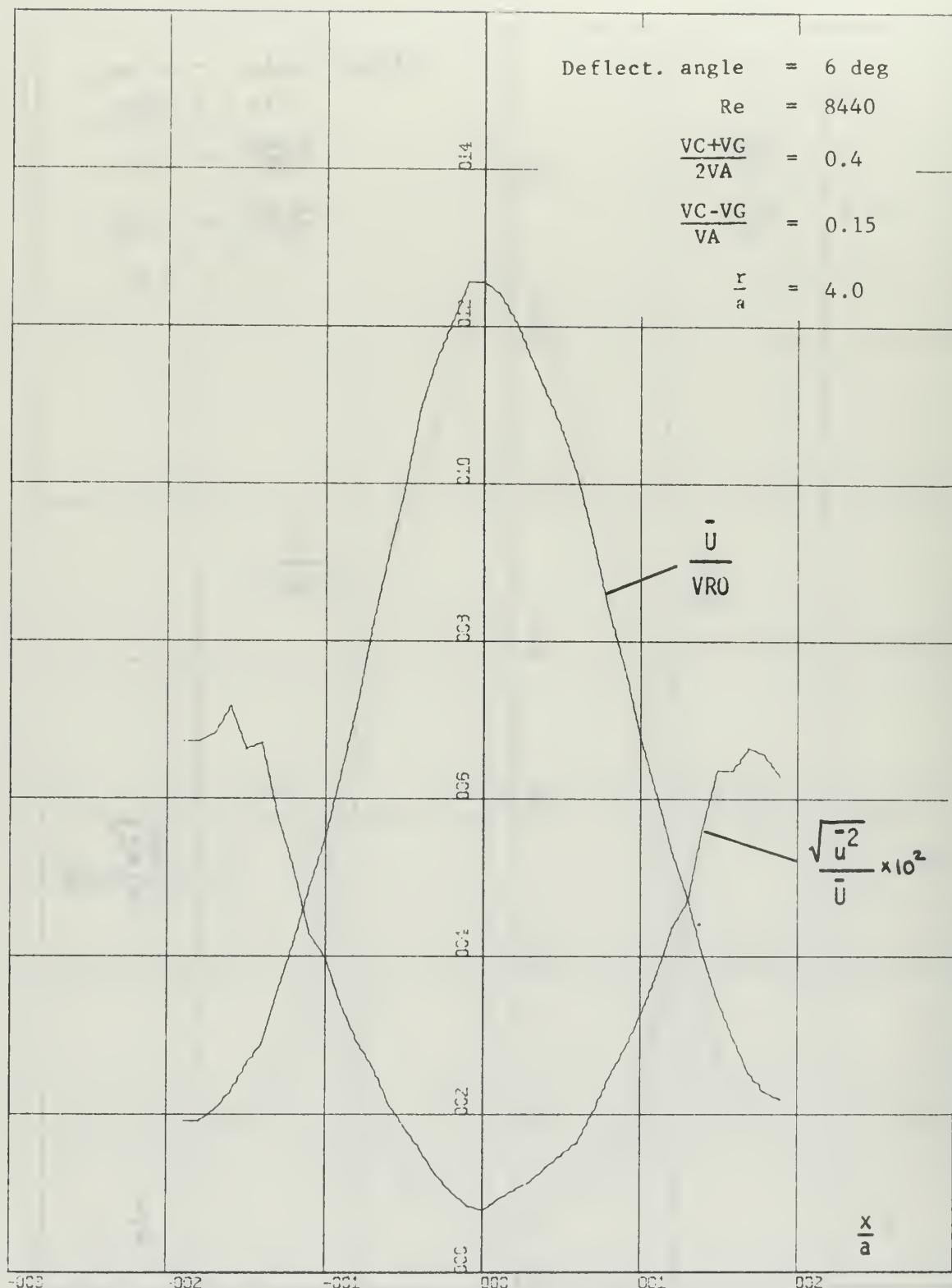


FIGURE 29 VELOCITY PROFILE AND TURBULENCE INTENSITY

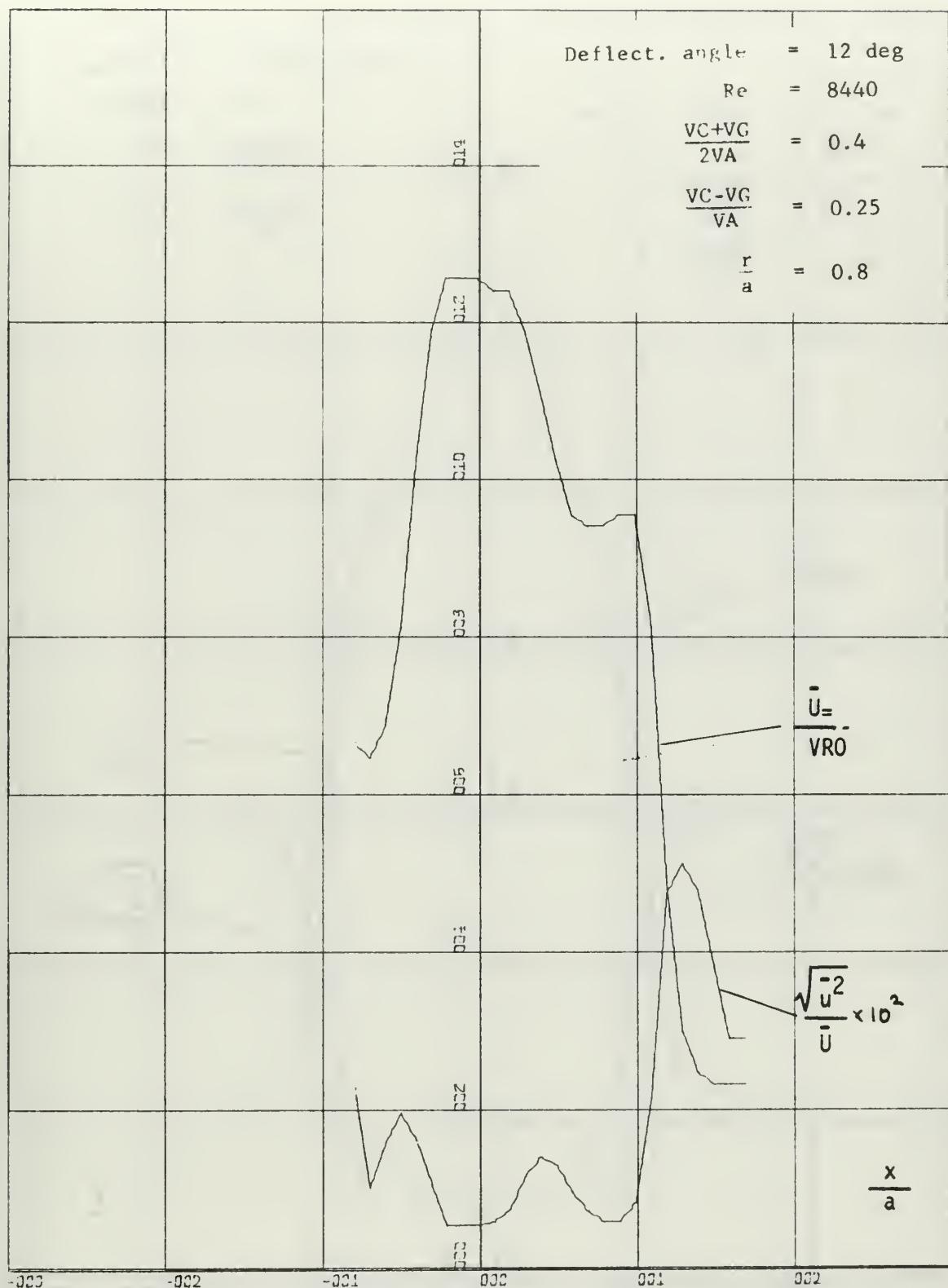


FIGURE 30 VELOCITY PROFILE AND TURBULENCE INTENSITY

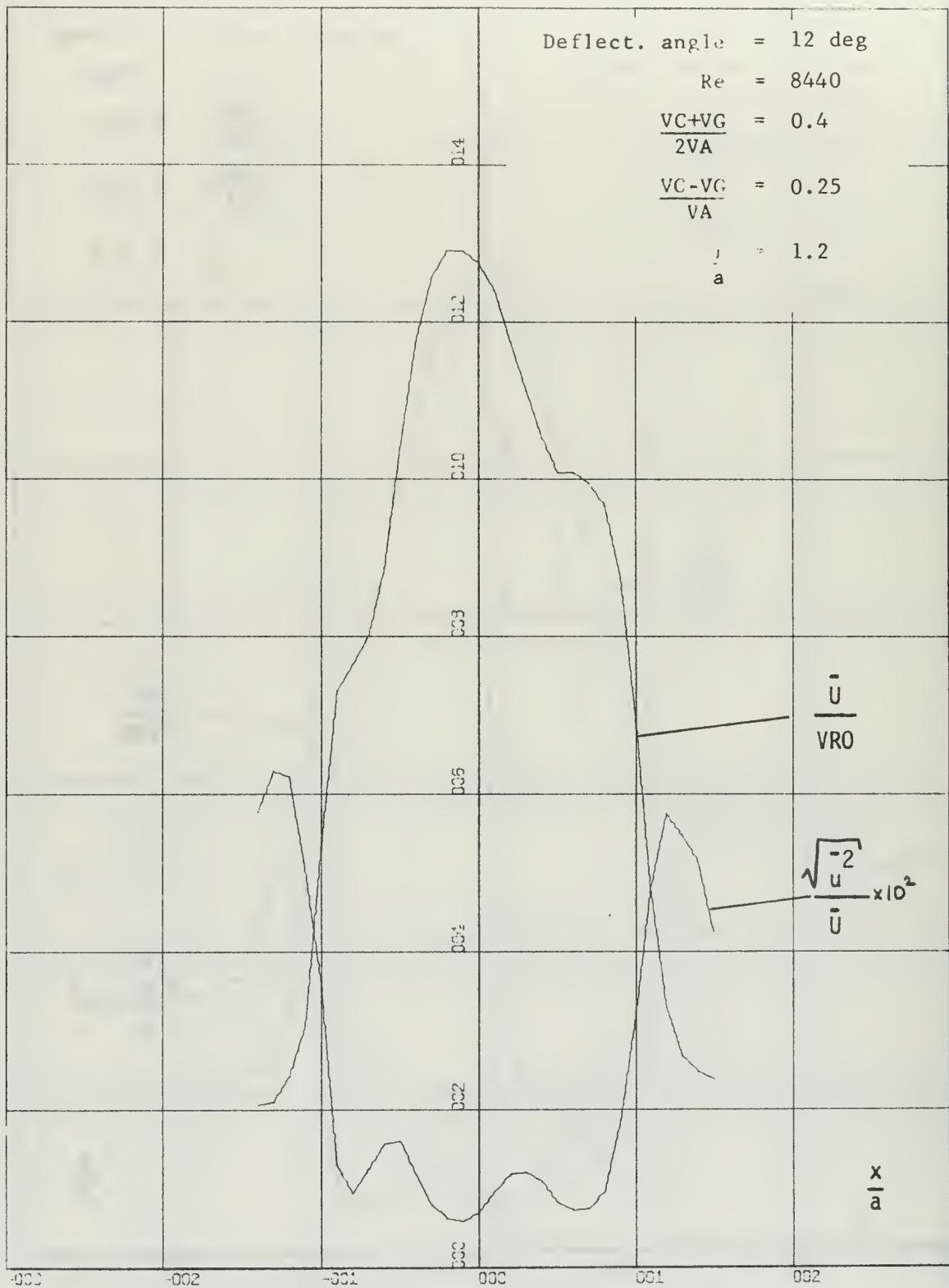


FIGURE 31 VELOCITY PROFILE AND TURBULENCE INTENSITY

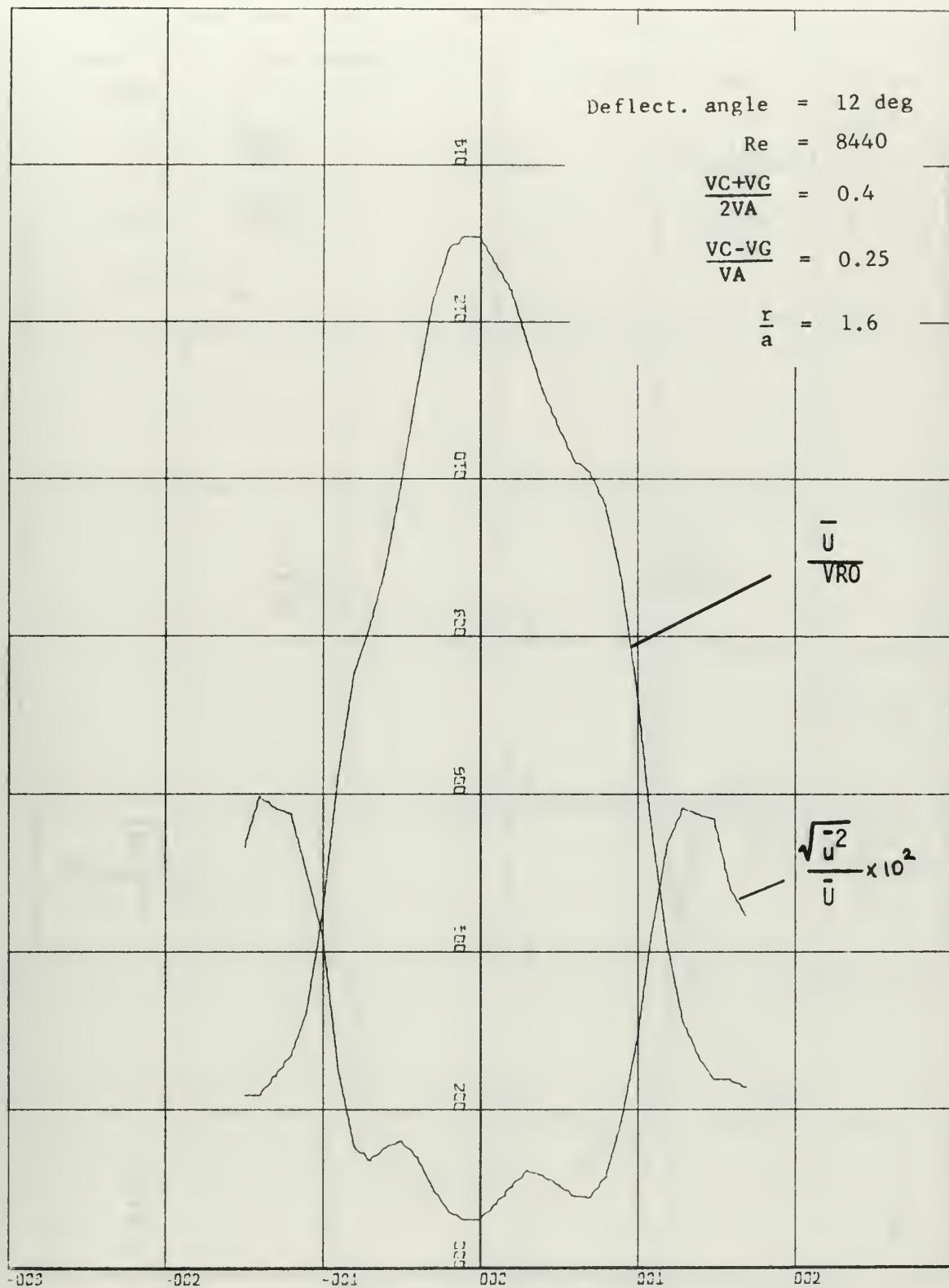


FIGURE 32 VELOCITY PROFILE AND TURBULENCE INTENSITY

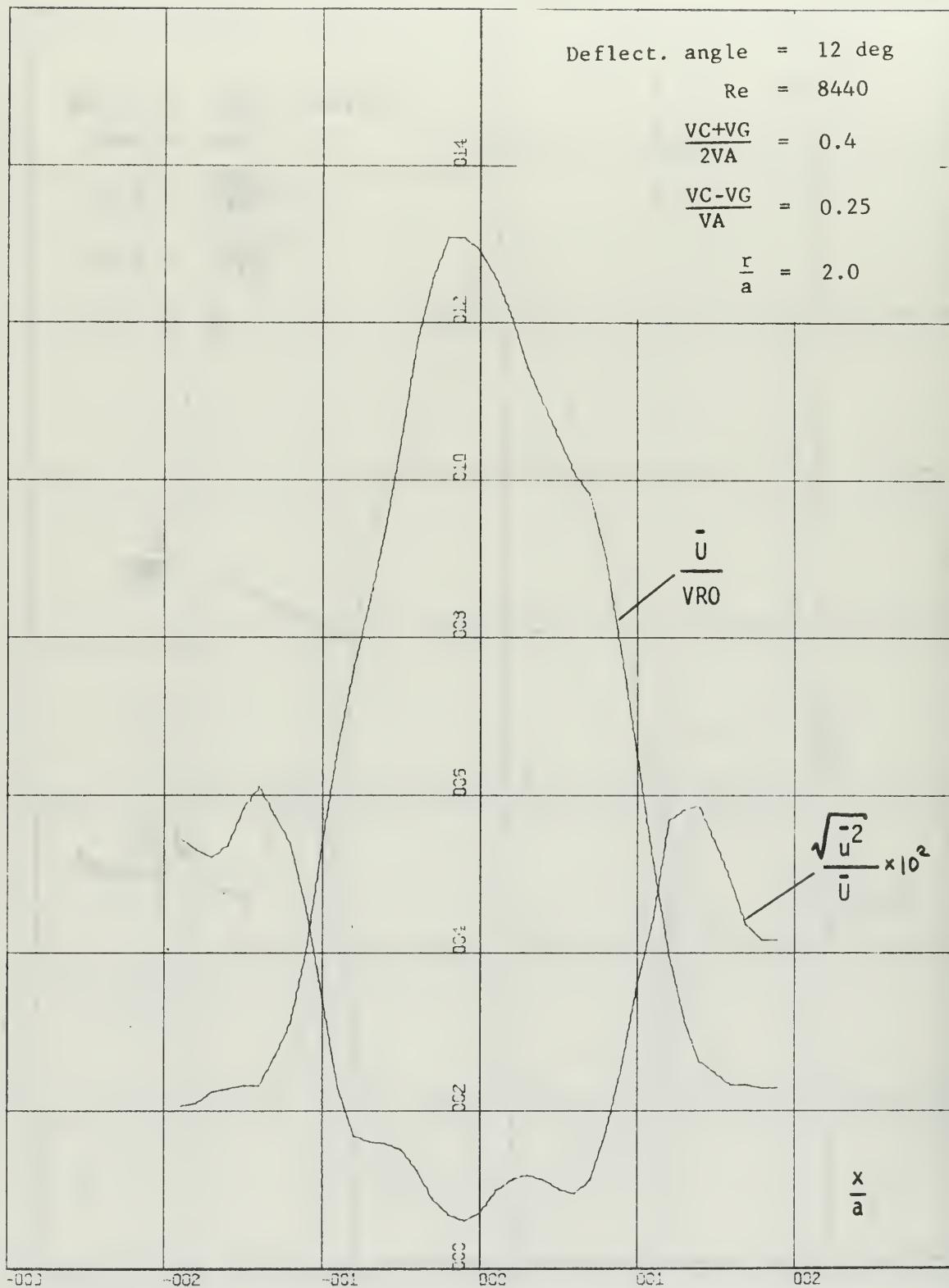


FIGURE 33 VELOCITY PROFILE AND TURBULENCE INTENSITY

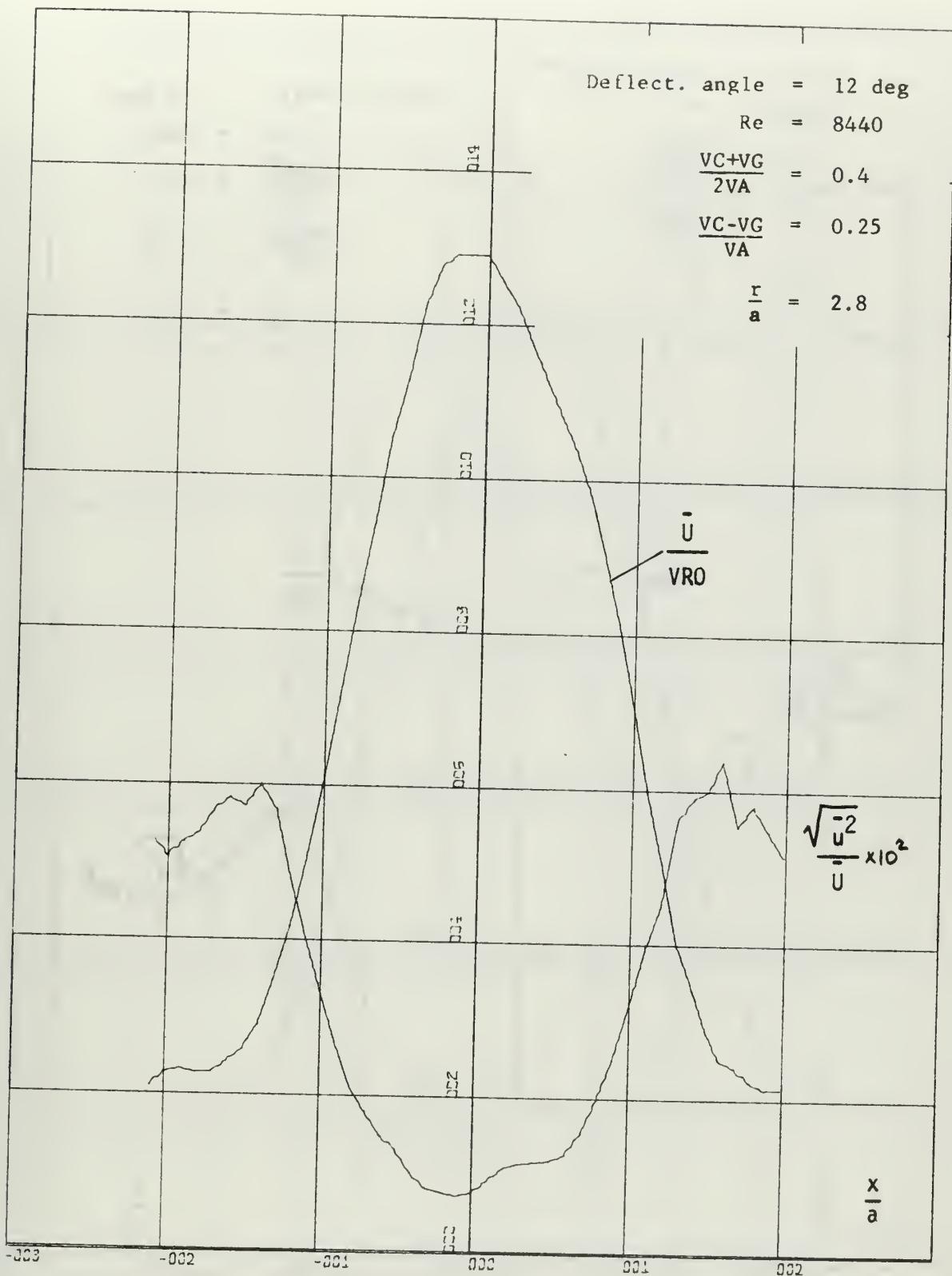


FIGURE 34 VELOCITY PROFILE AND TURBULENCE INTENSITY

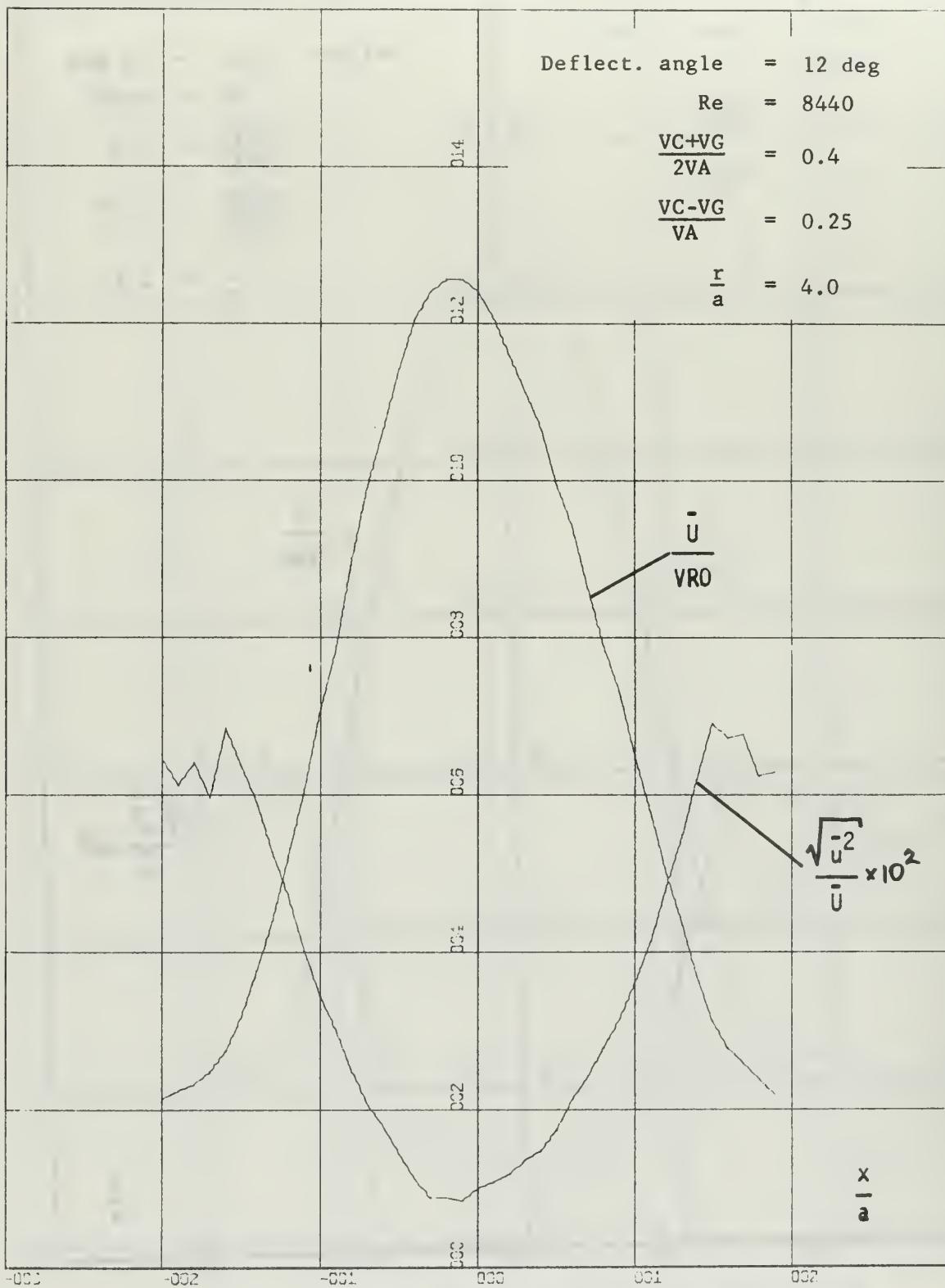


FIGURE 35 VELOCITY PROFILE AND TURBULENCE INTENSITY

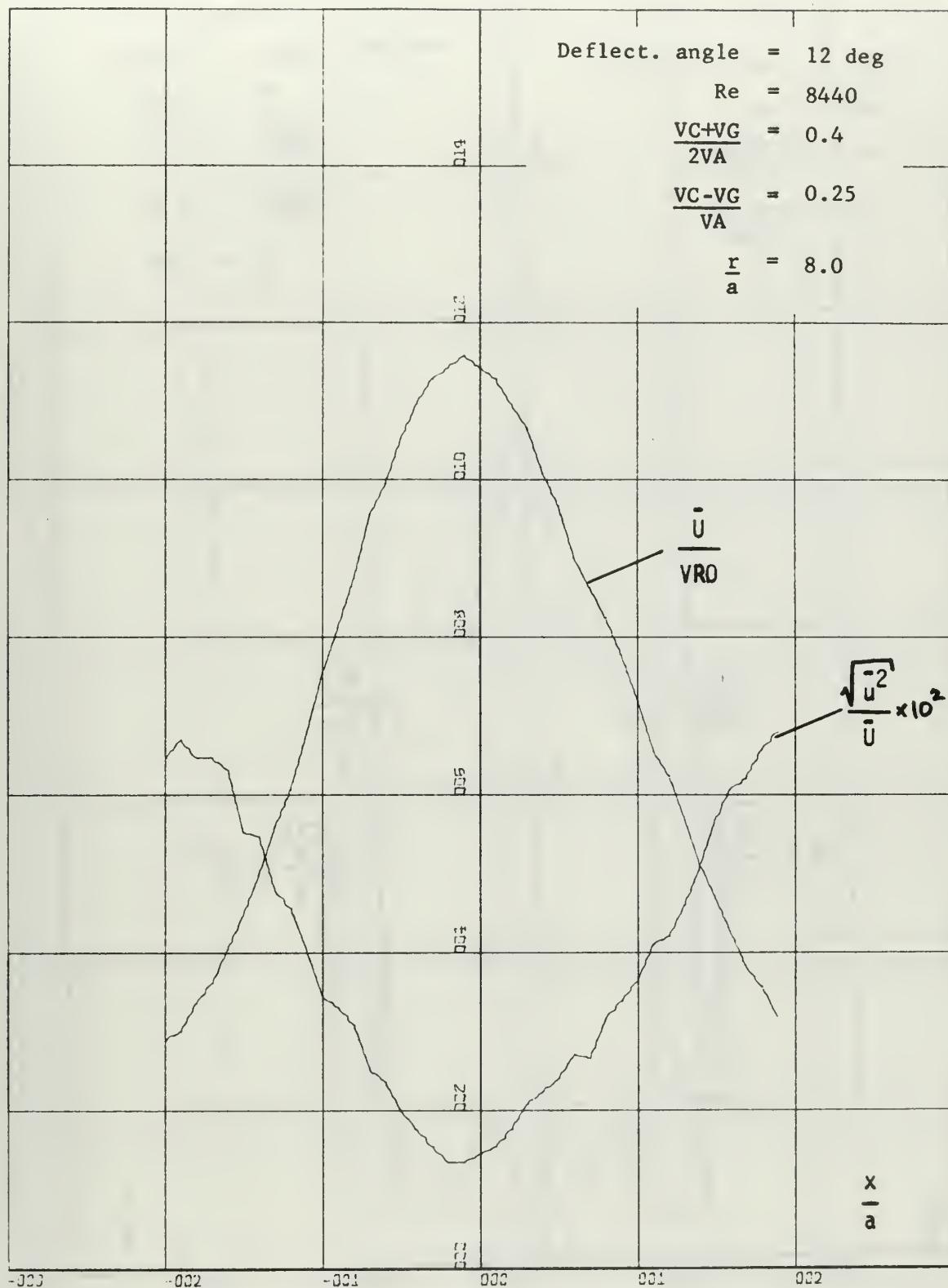


FIGURE 36 VELOCITY PROFILE AND TURBULENCE INTENSITY

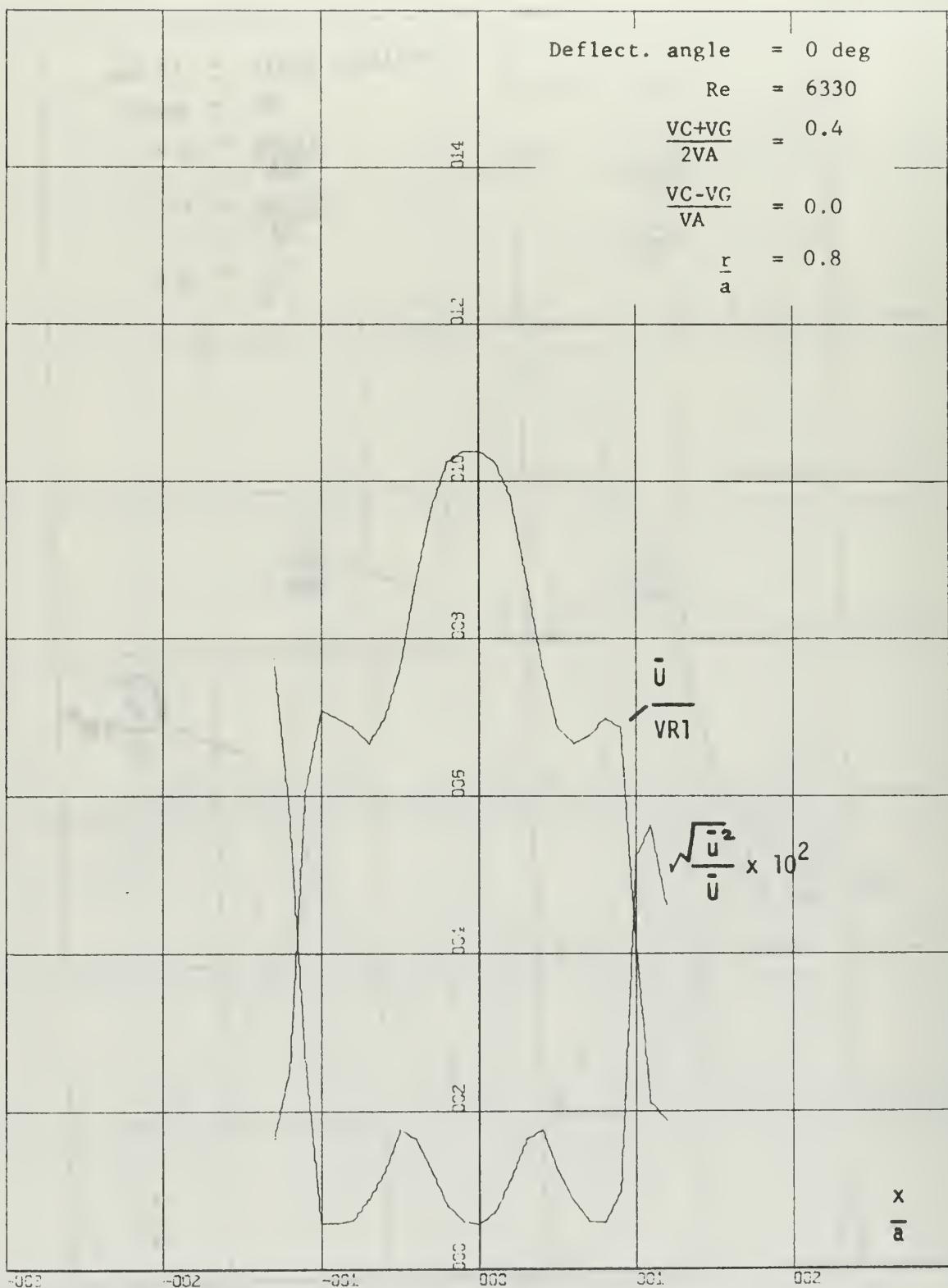


FIGURE 37 VELOCITY PROFILE AND TURBULENCE INTENSITY

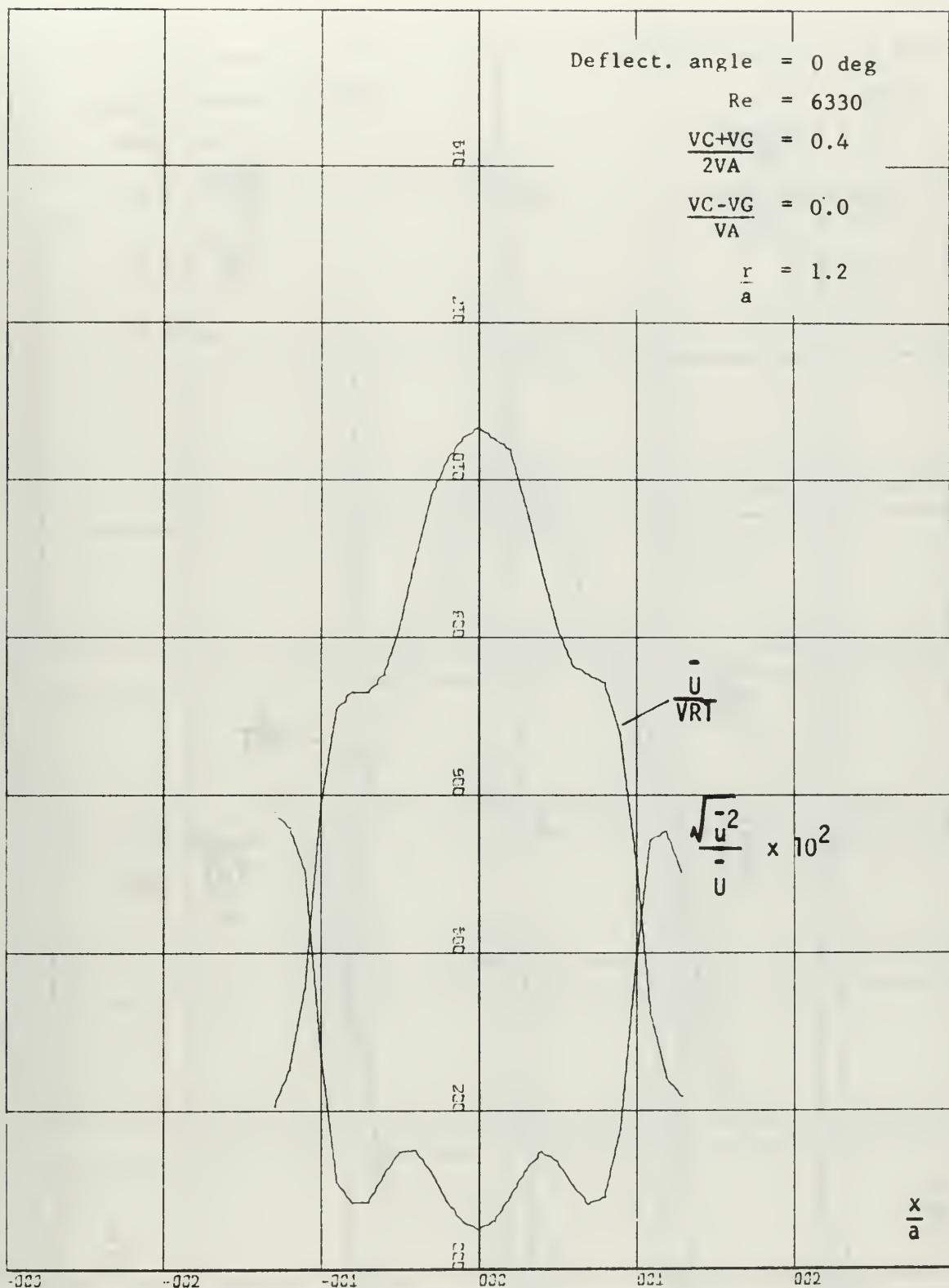


FIGURE 38 VELOCITY PROFILE AND TURBULENCE INTENSITY

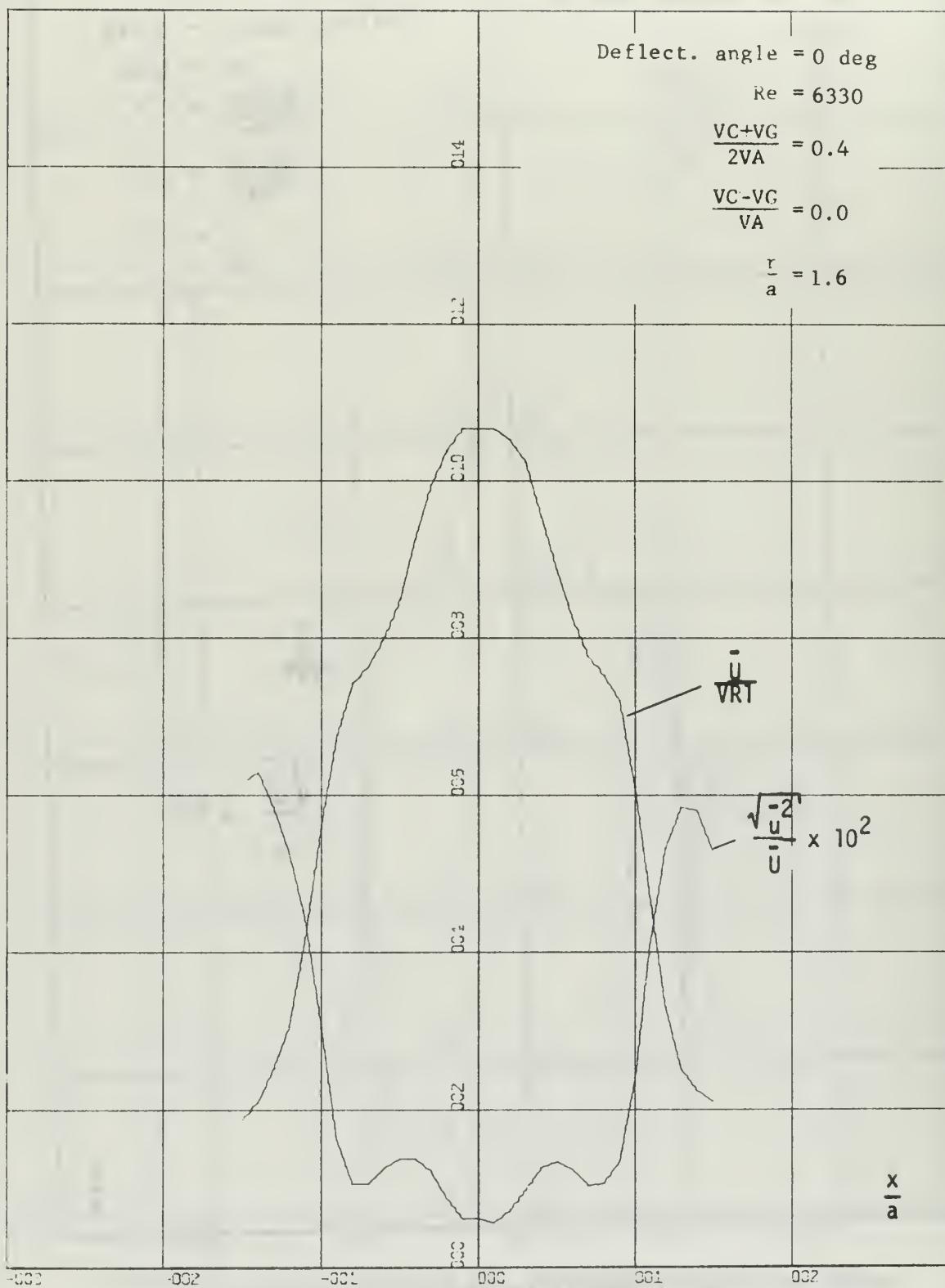


FIGURE 39 VELOCITY PROFILE AND TURBULENCE INTENSITY

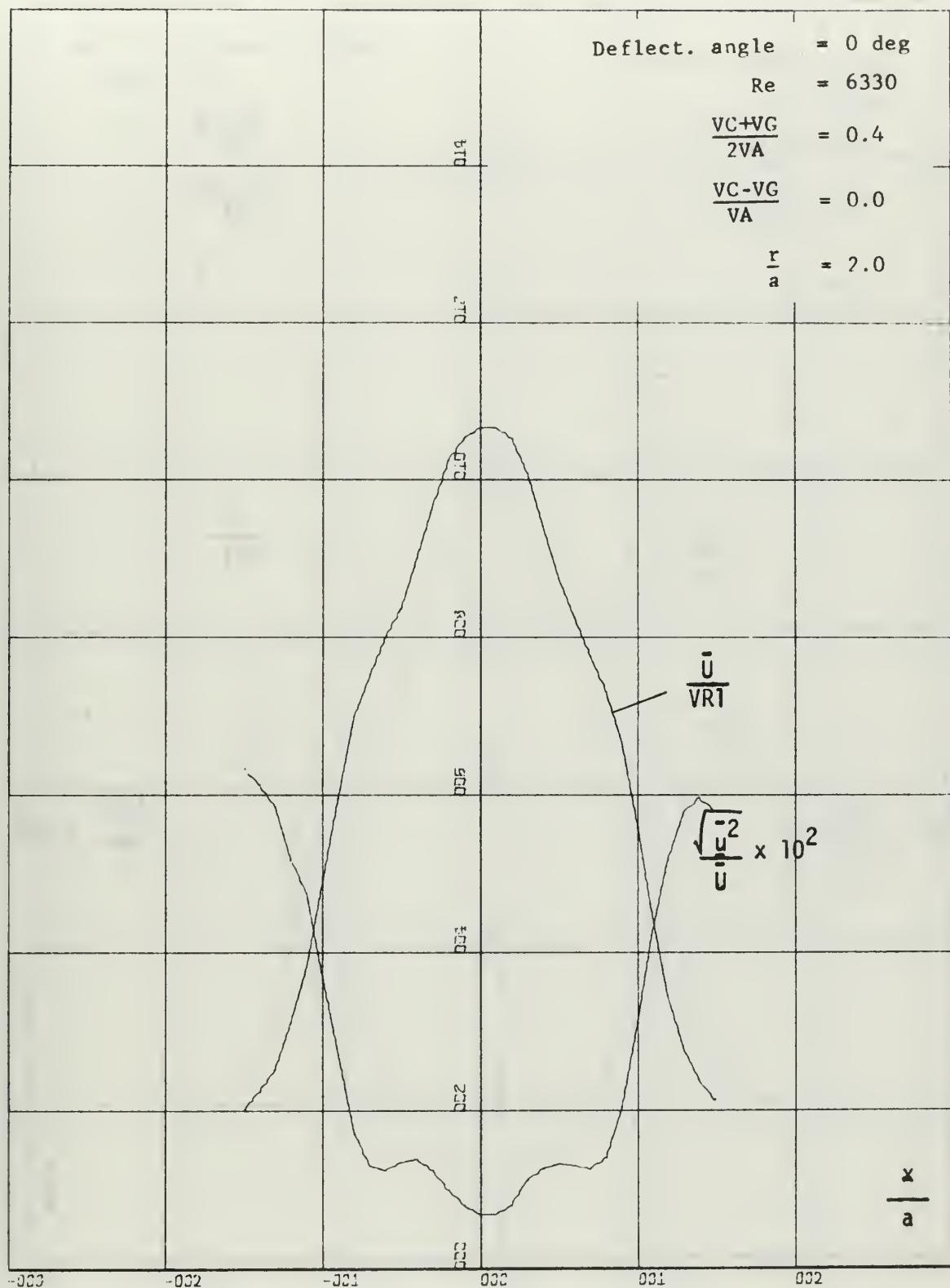


FIGURE 40 VELOCITY PROFILE AND TURBULENCE INTENSITY

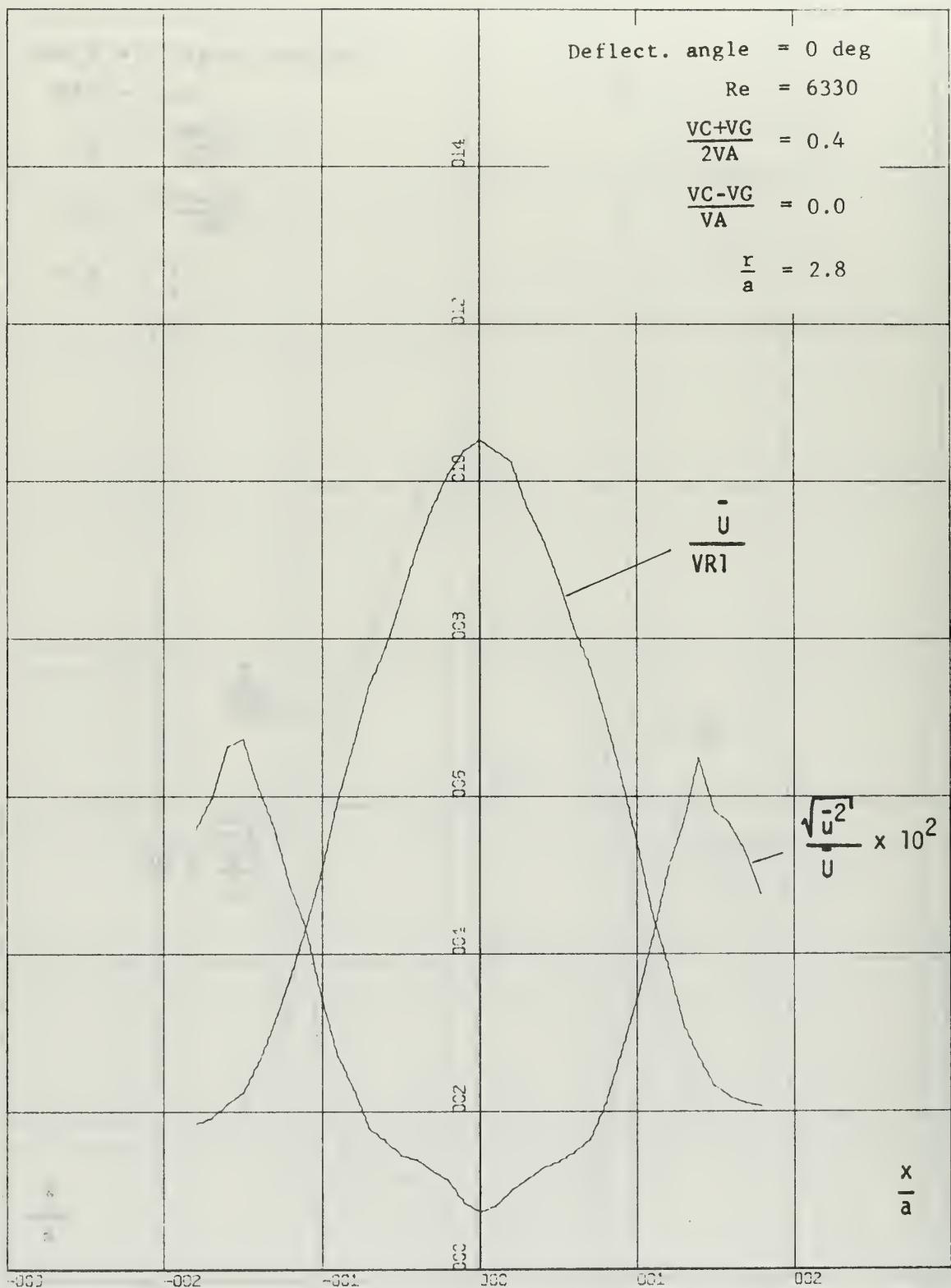


FIGURE 41 VELOCITY PROFILE AND TURBULENCE INTENSITY

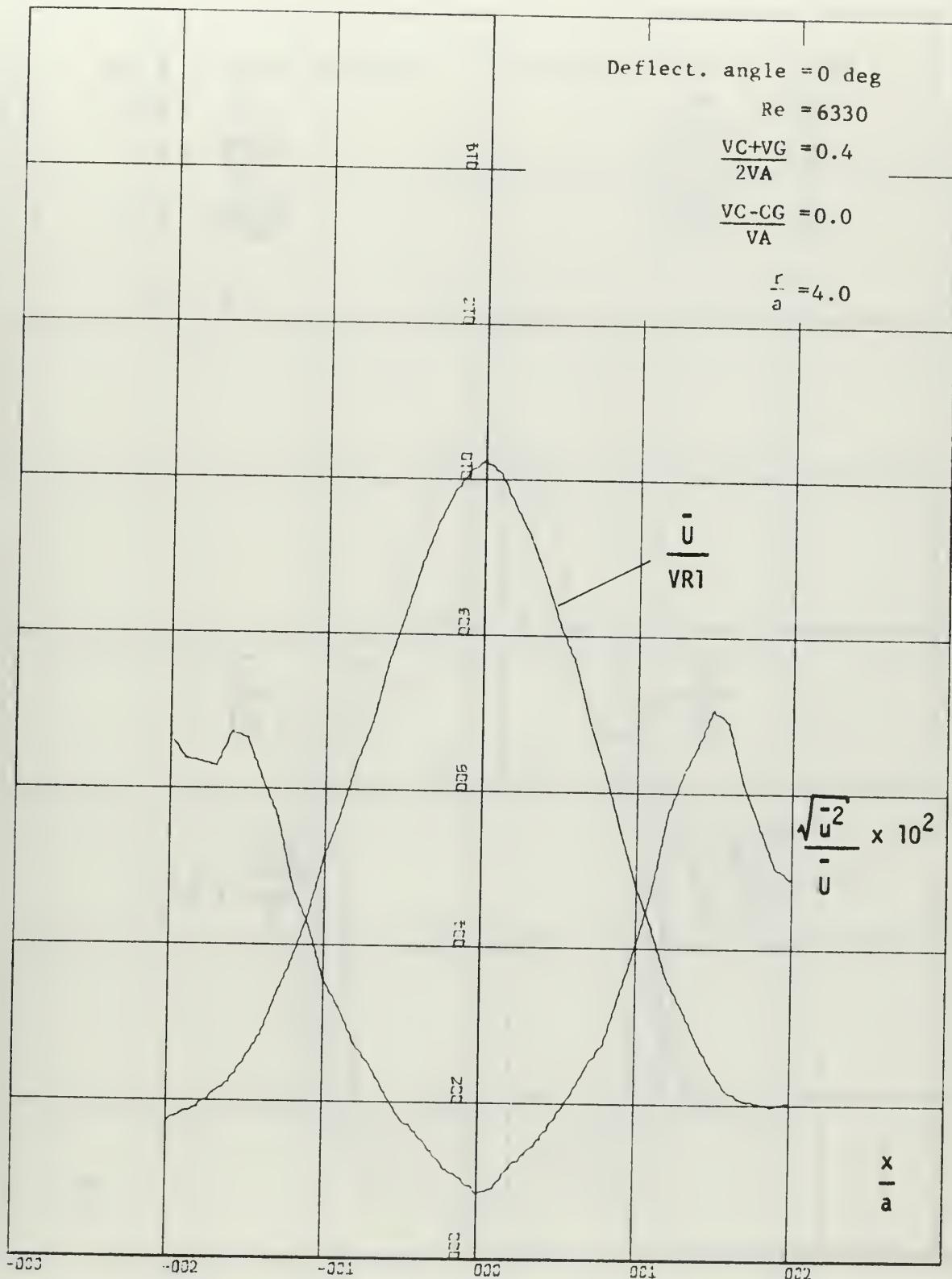


FIGURE 42 VELOCITY PROFILE AND TURBULENCE INTENSITY

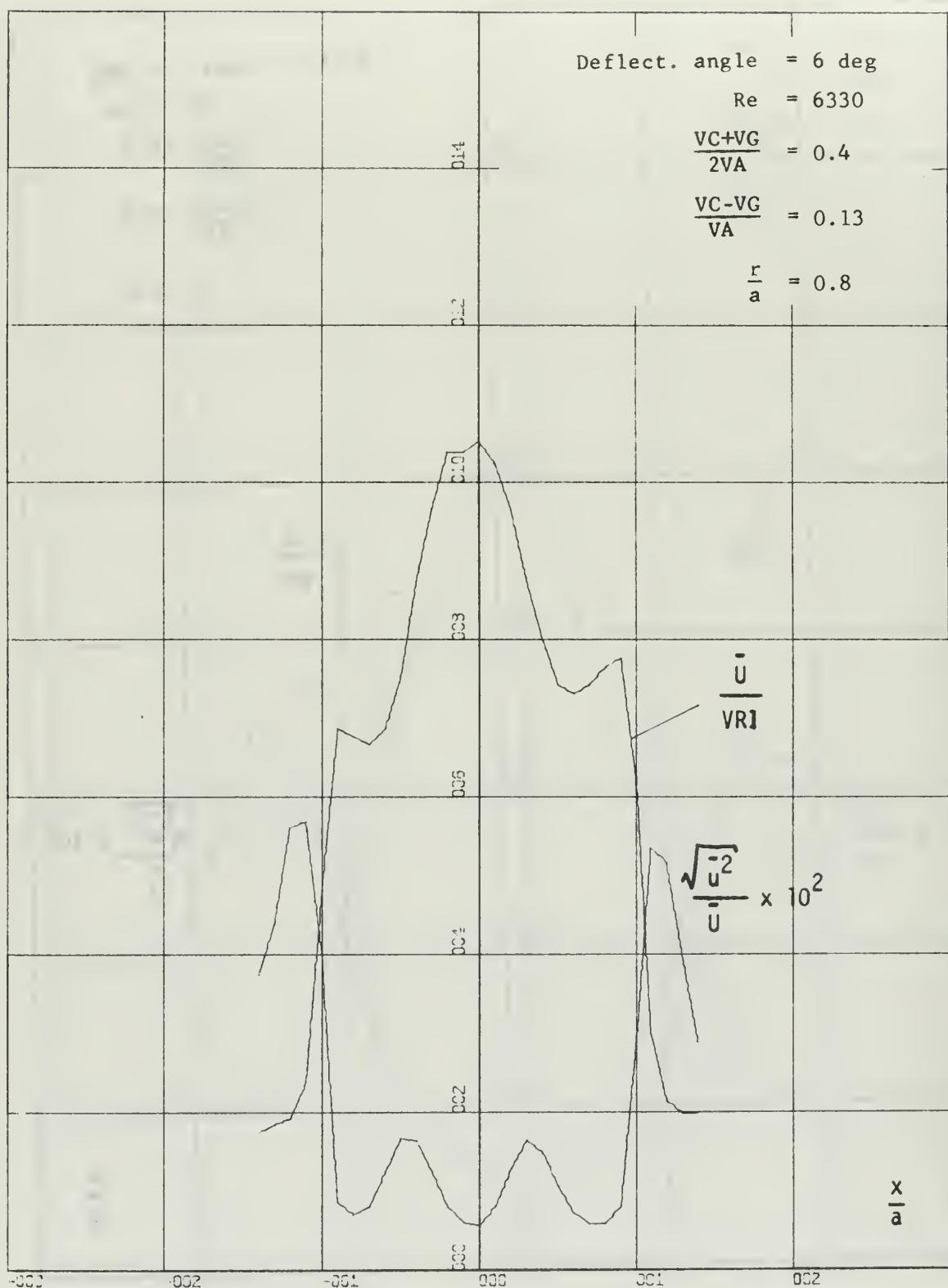


FIGURE 43 VELOCITY PROFILE AND TURBULENCE INTENSITY

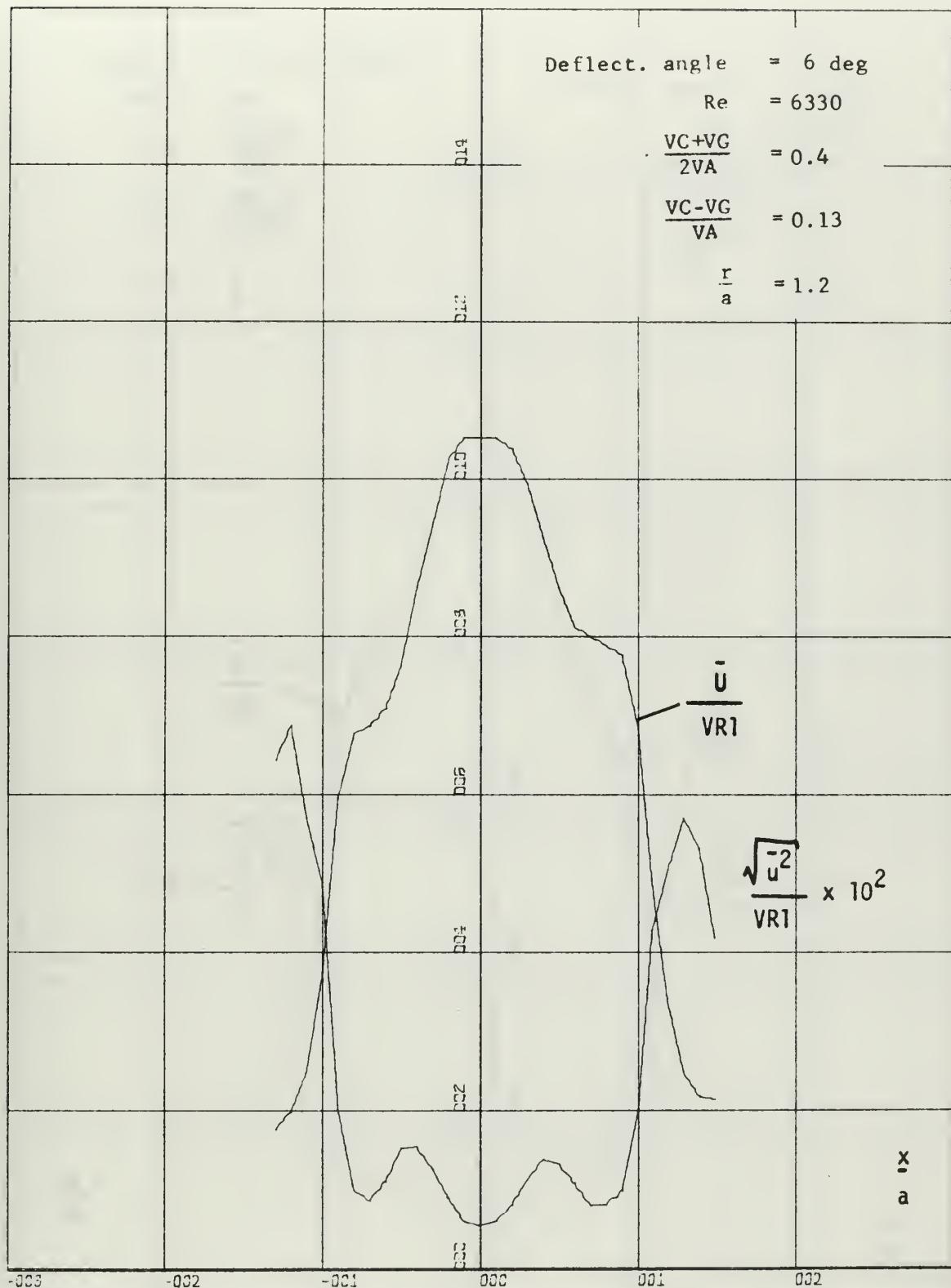


FIGURE 44 VELOCITY PROFILE AND TURBULENCE INTENSITY

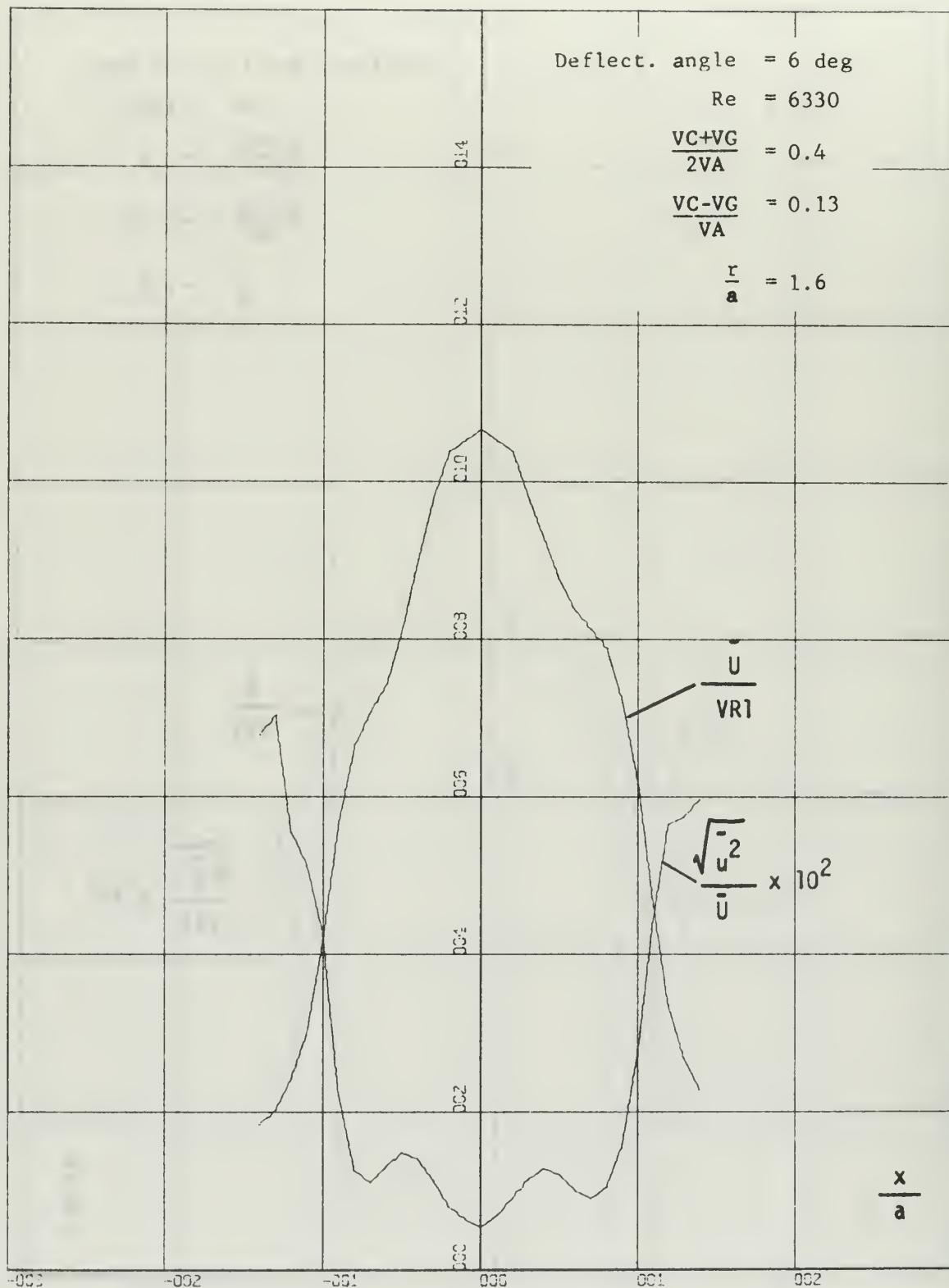


FIGURE 45 VELOCITY PROFILE AND TURBULENCE INTENSITY

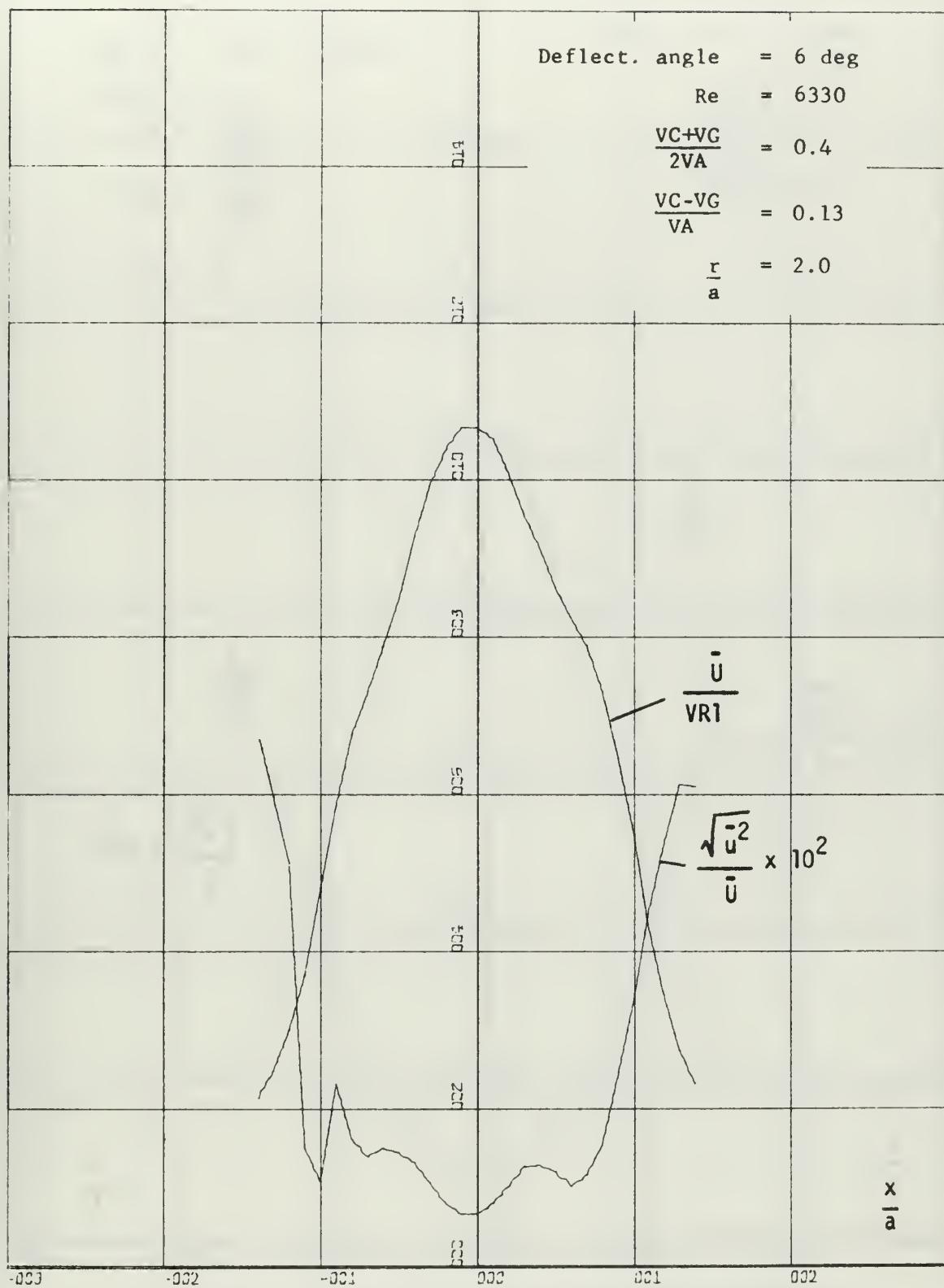


FIGURE 46 VELOCITY PROFILE AND TURBULENCE INTENSITY

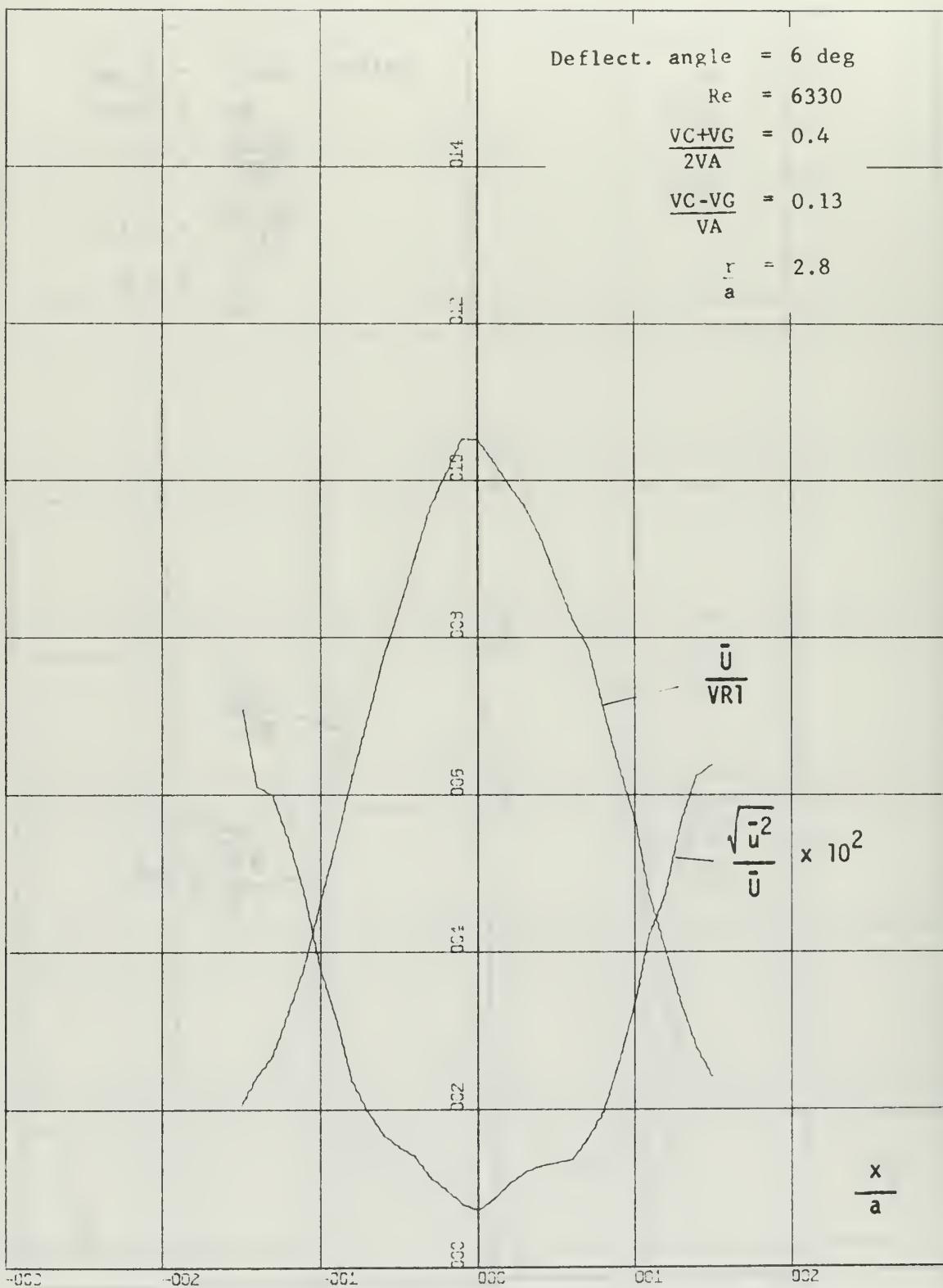


FIGURE 47 VELOCITY PROFILE AND TURBULENCE INTENSITY

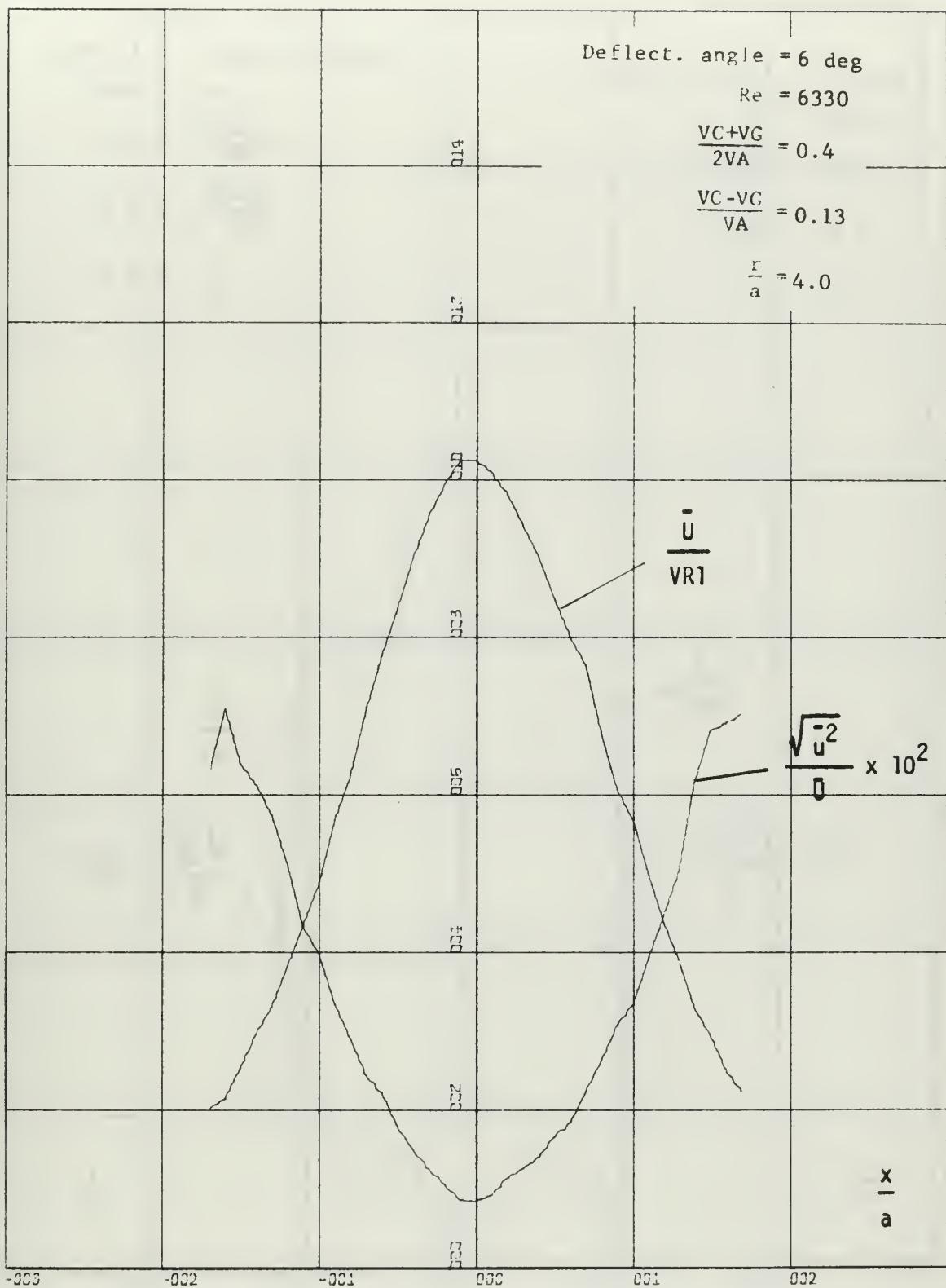


FIGURE 48 VELOCITY PROFILE AND TURBULENCE INTENSITY

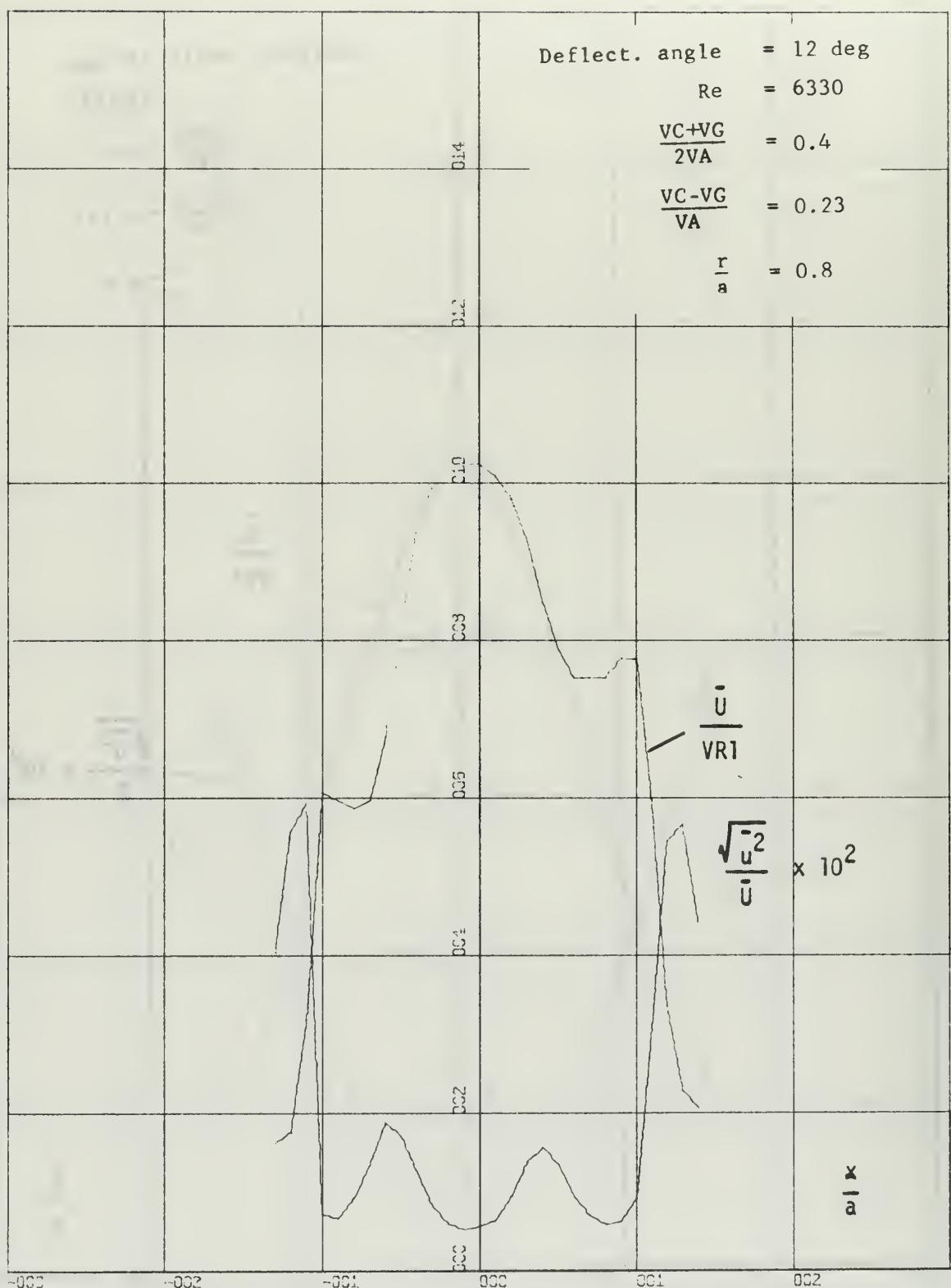


FIGURE 49 VELOCITY PROFILE AND TURBULENCE INTENSITY

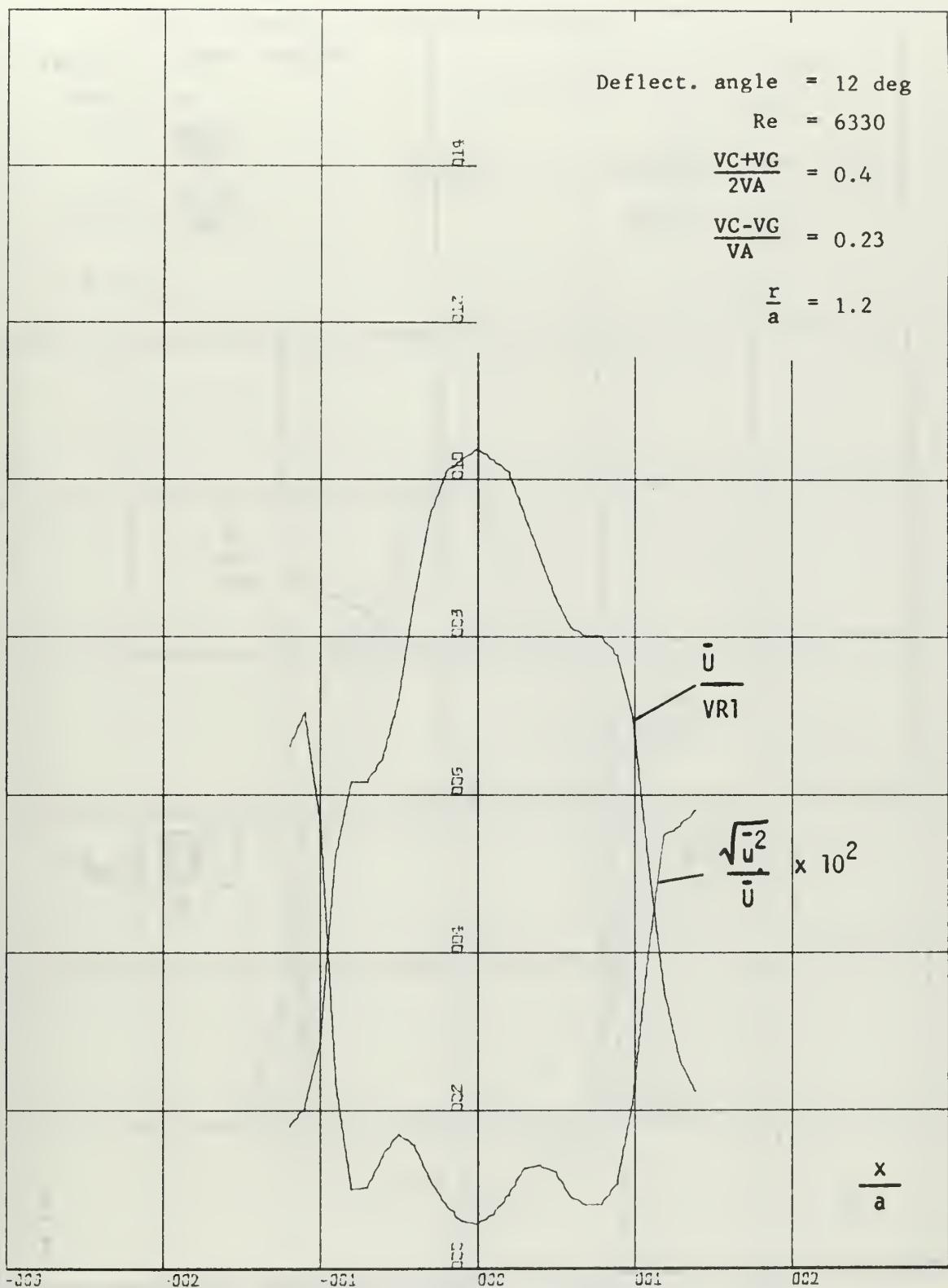


FIGURE 50 VELOCITY PROFILE AND TURBULENCE INTENSITY

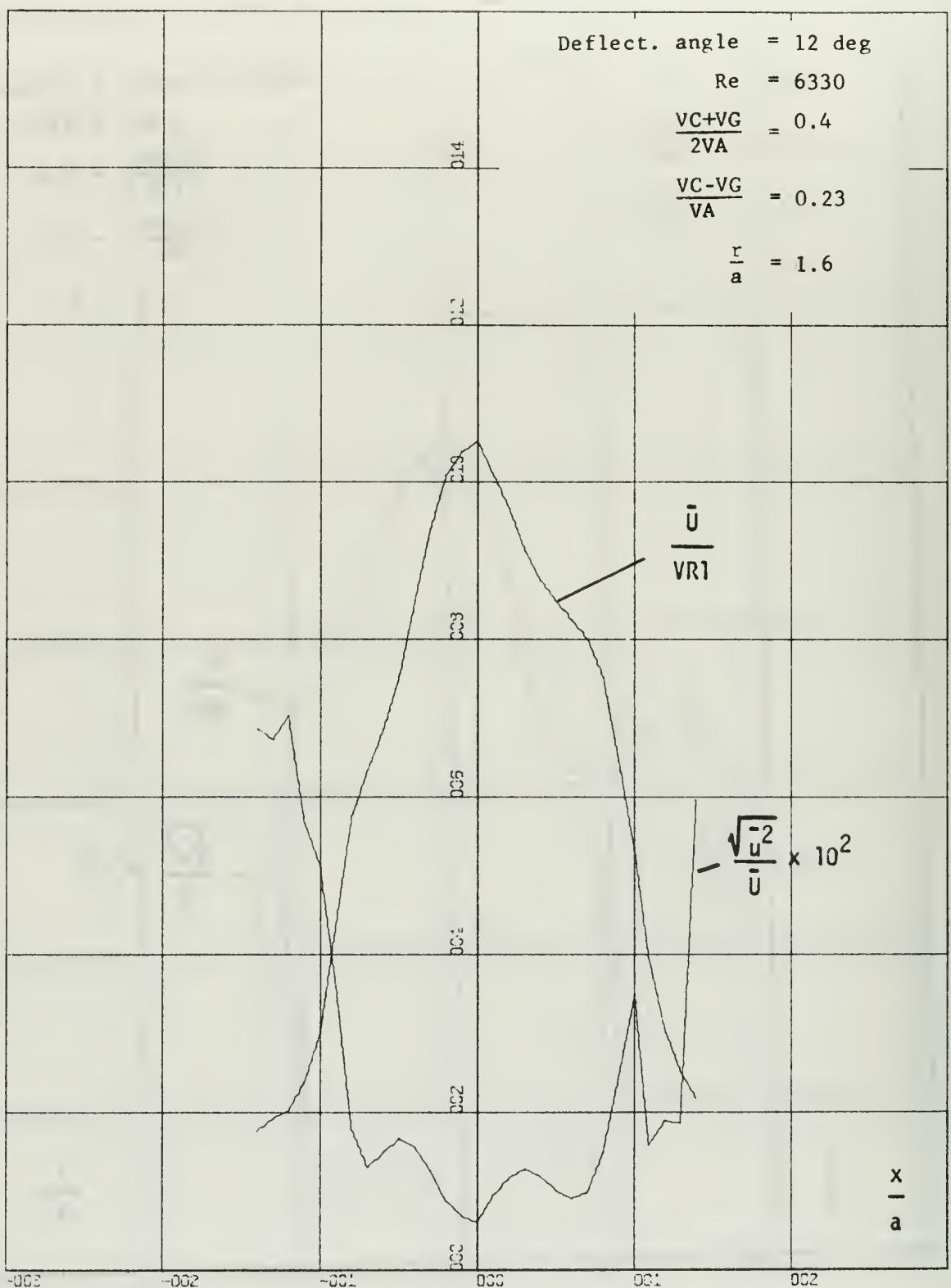


FIGURE 51 VELOCITY PROFILE AND TURBULENCE INTENSITY

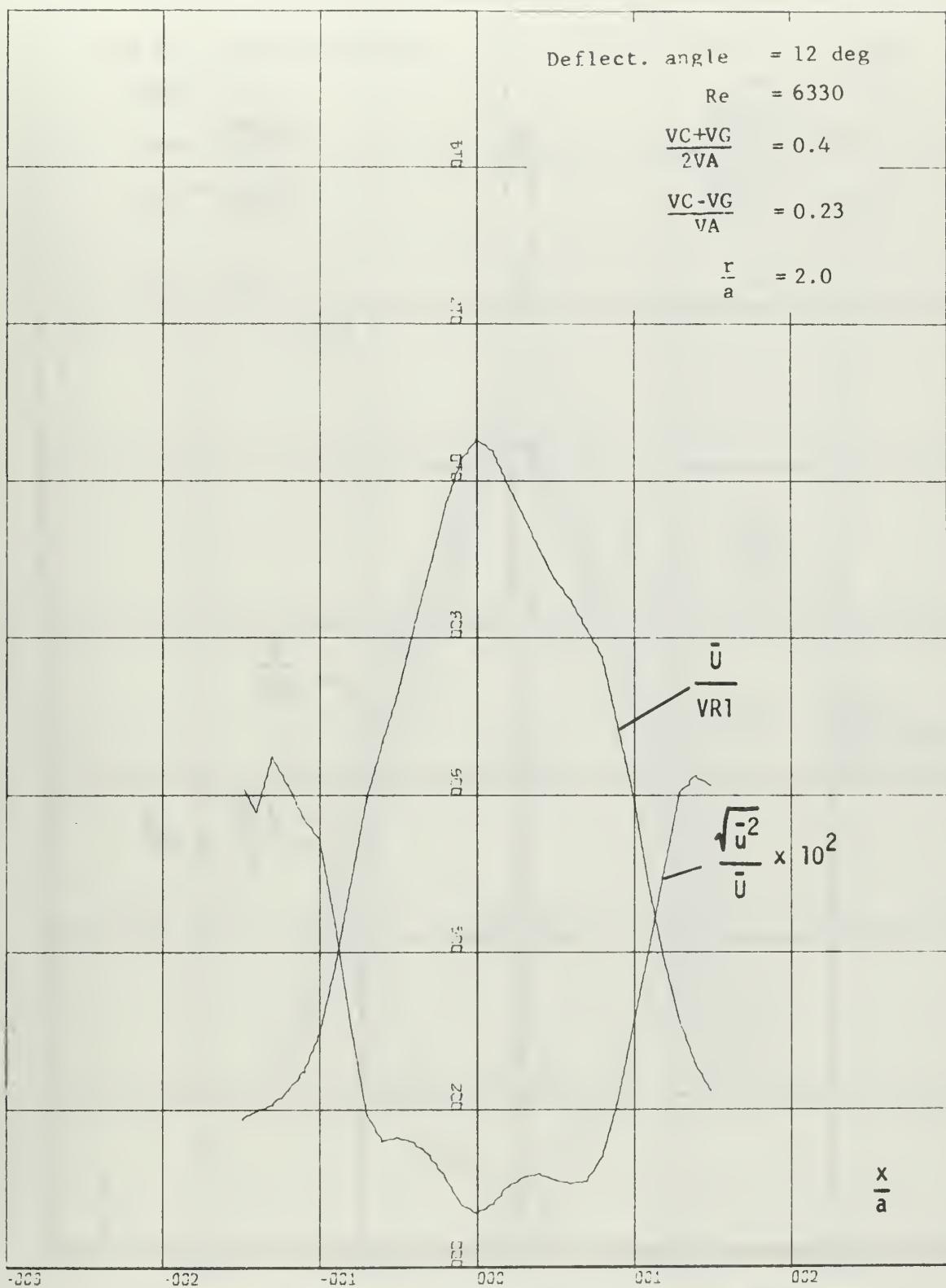


FIGURE 52 VELOCITY PROFILE AND TURBULENCE INTENSITY

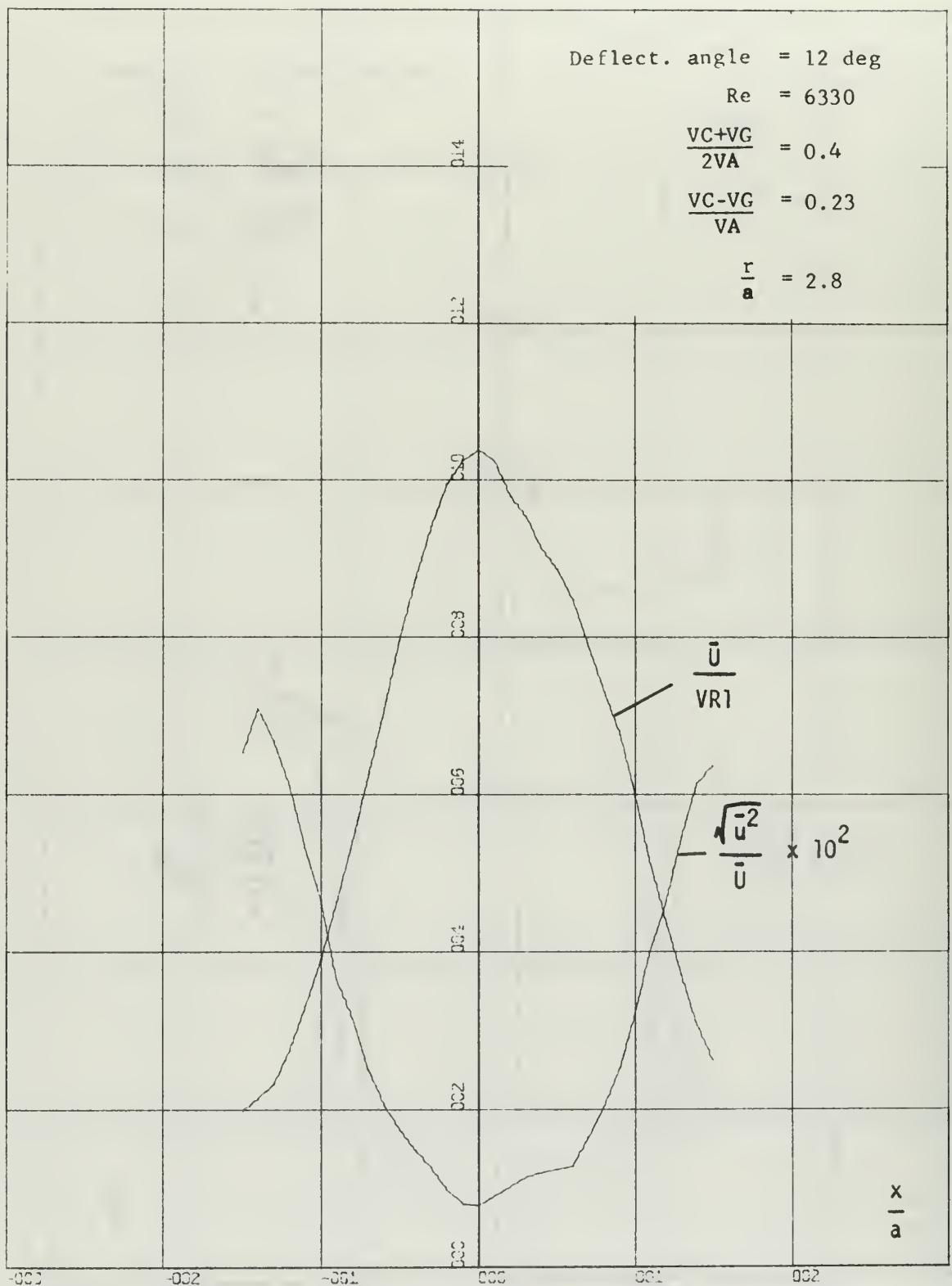


FIGURE 53 VELOCITY PROFILE AND TURBULENCE INTENSITY

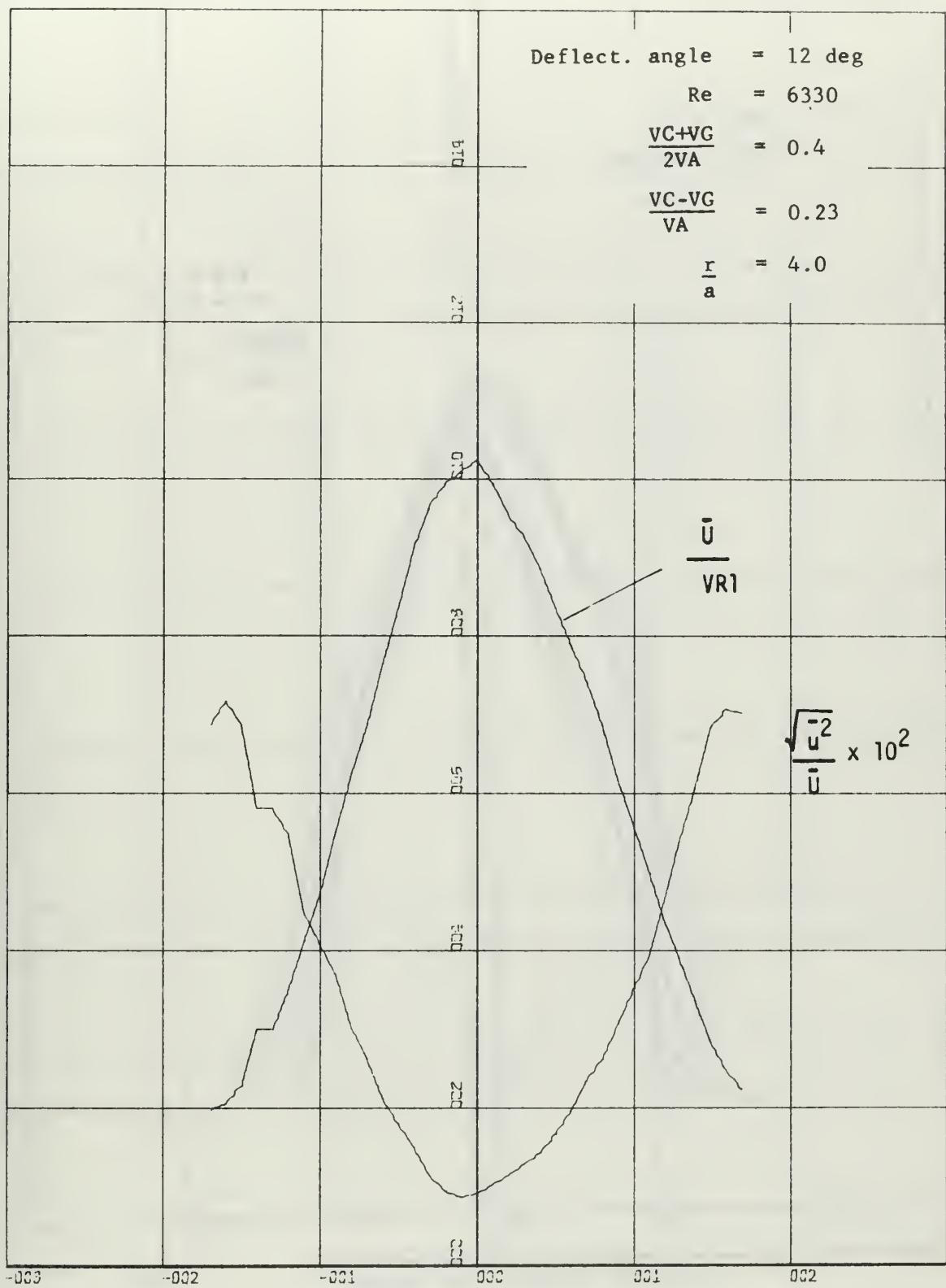


FIGURE 54 VELOCITY PROFILE AND TURBULENCE INTENSITY

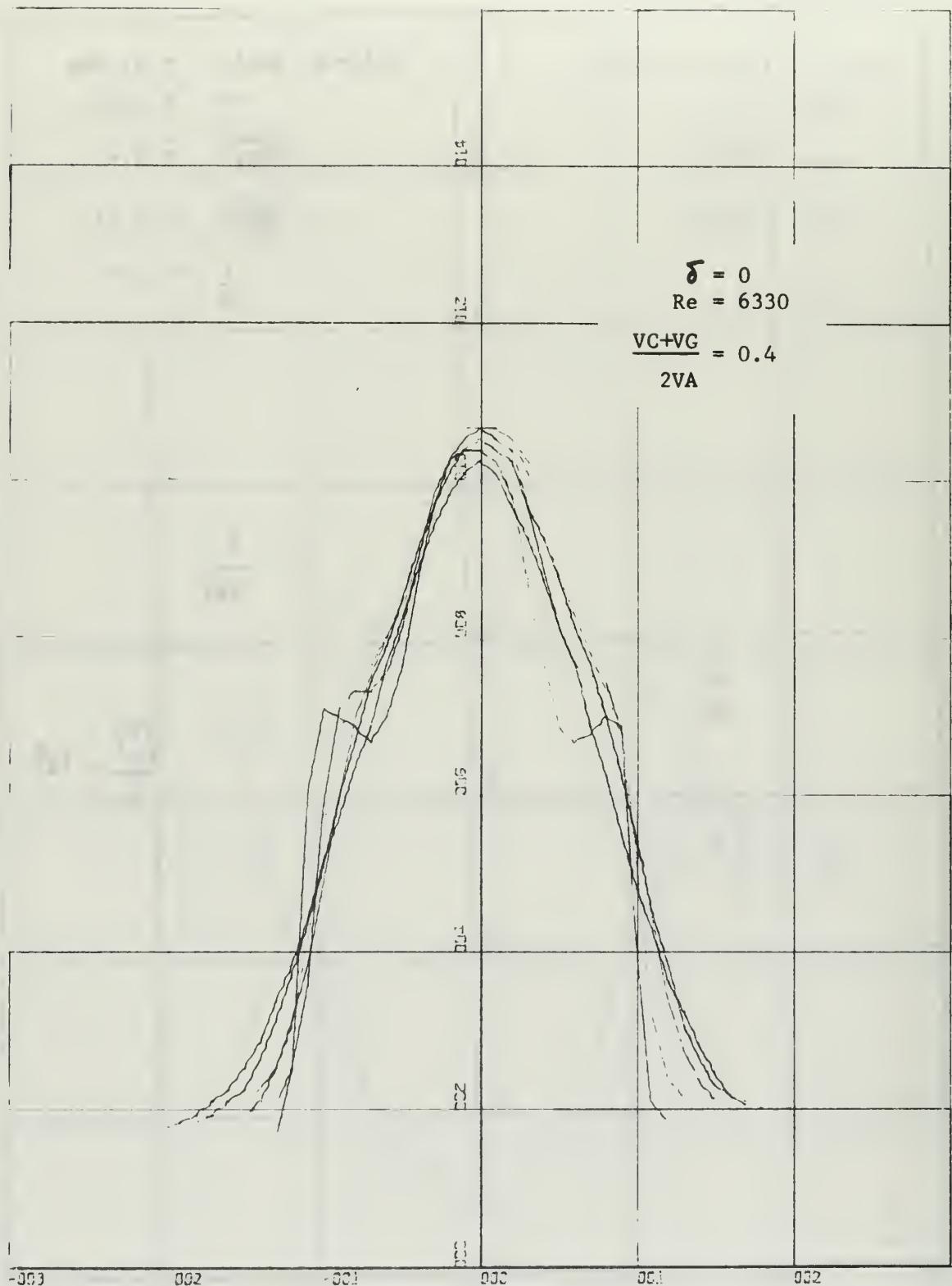


FIGURE 55 VELOCITY PROFILES

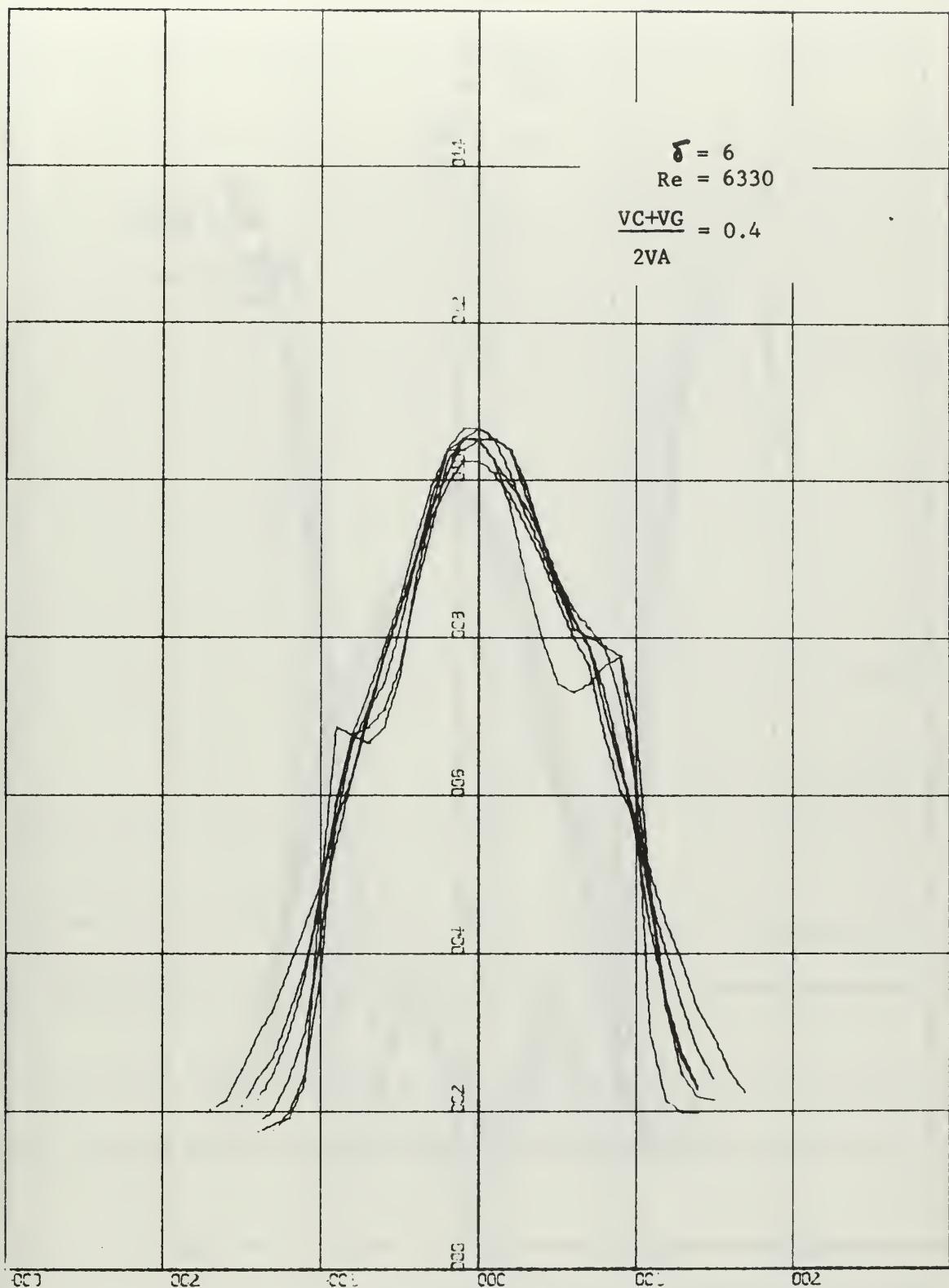


FIGURE 56 VELOCITY PROFILES

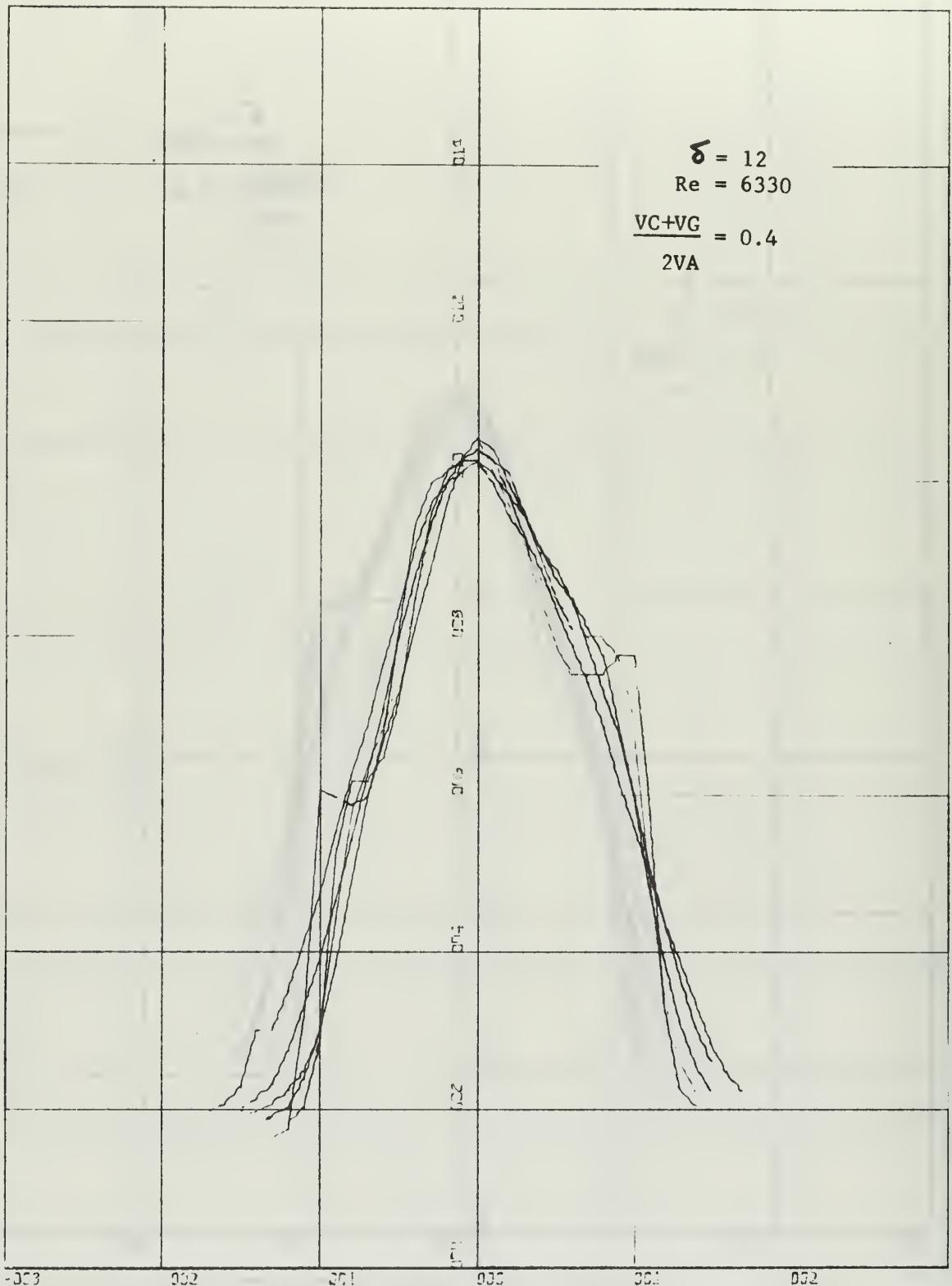


FIGURE 57 VELOCITY PROFILES

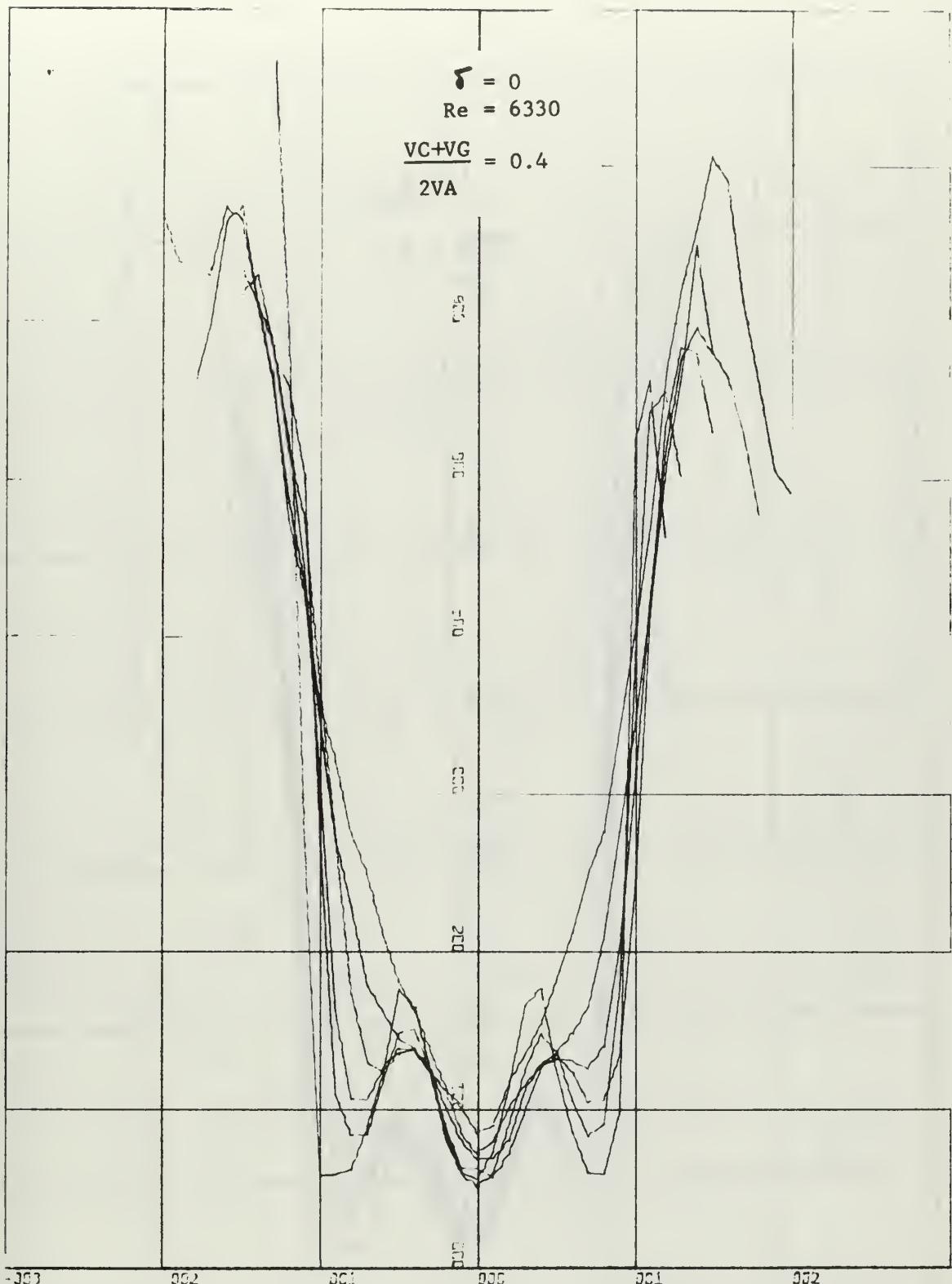


FIGURE 58 TURBULENCE INTENSITY

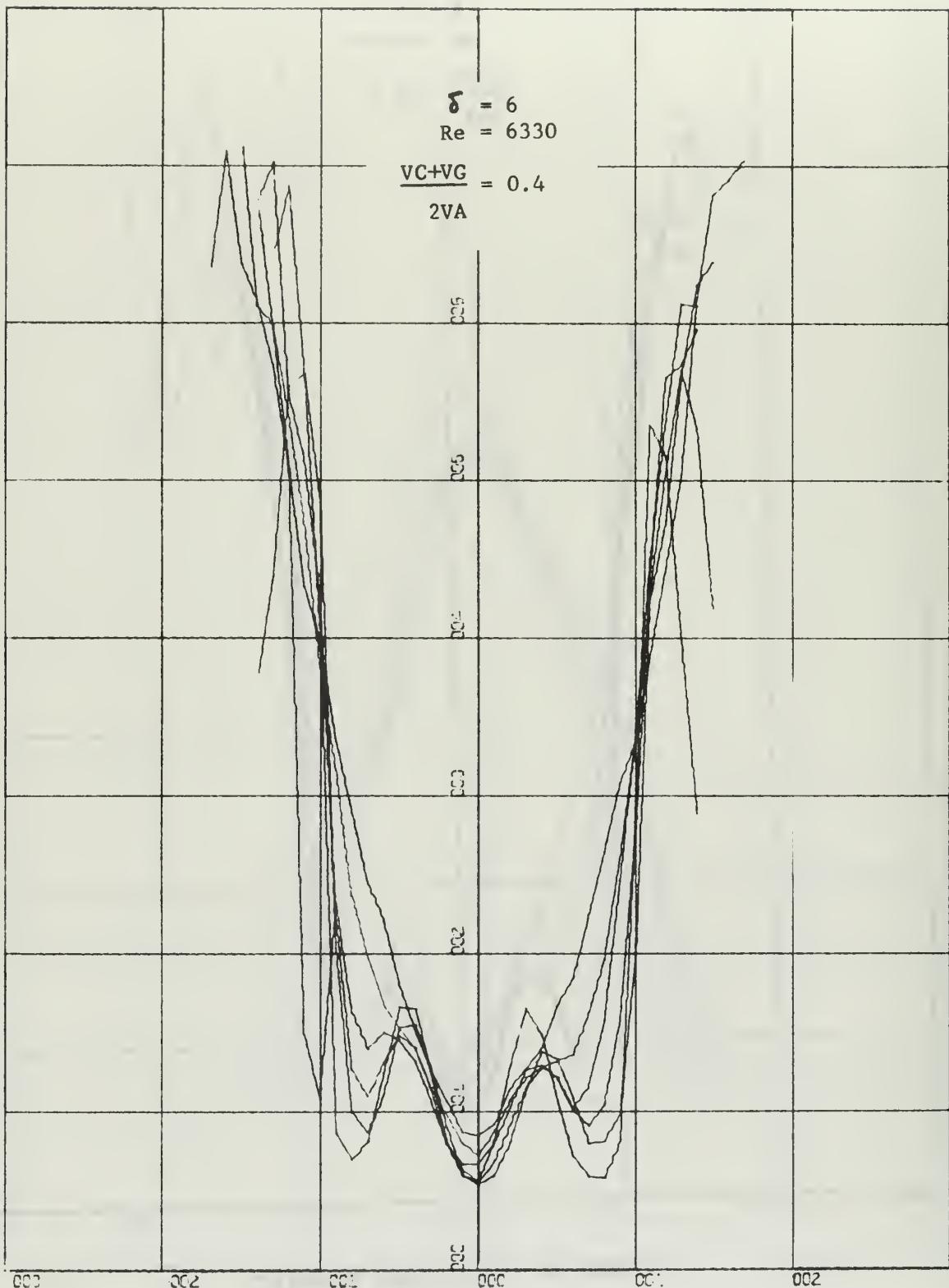


FIGURE 59 TURBULENCE INTENSITY

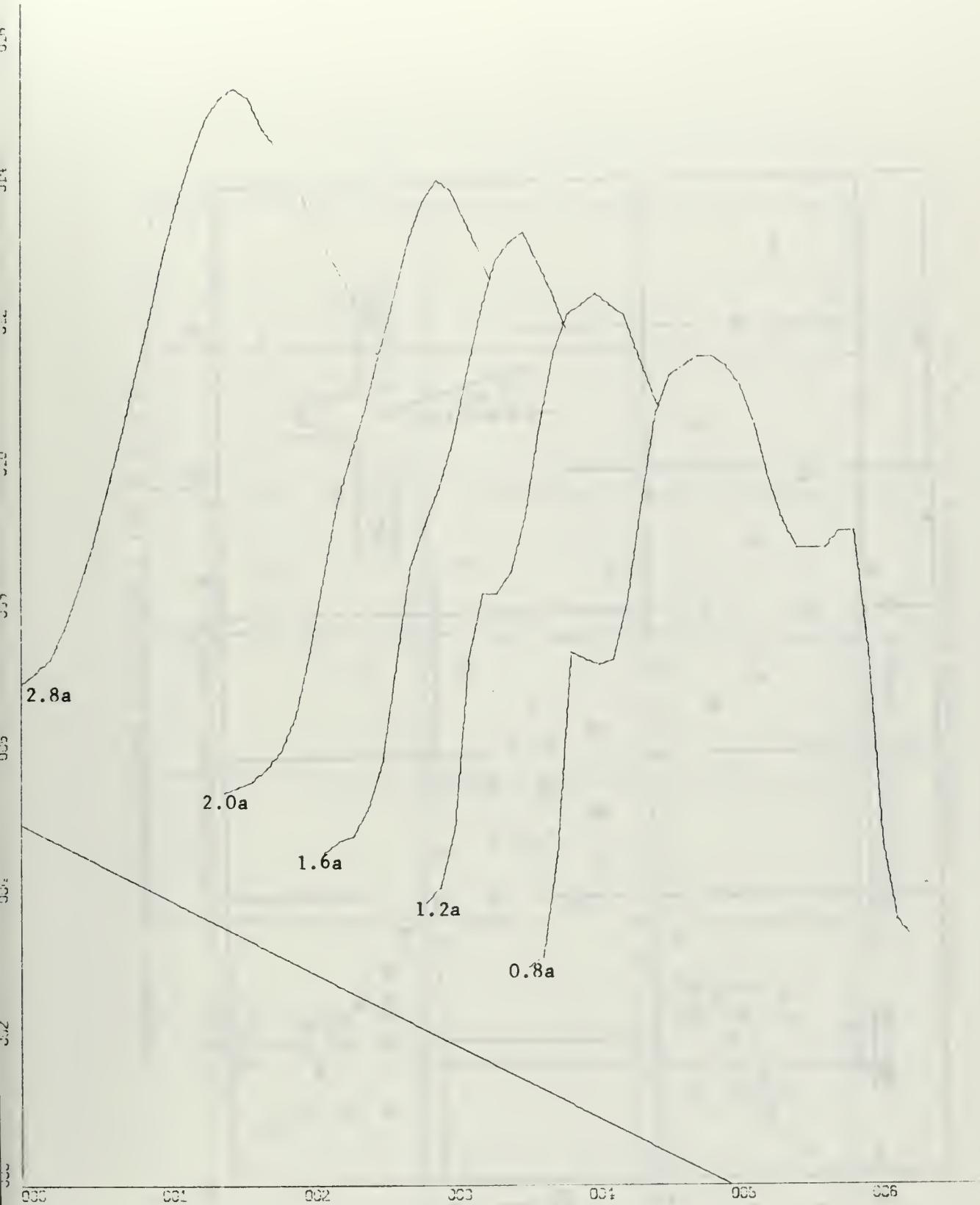


FIGURE 60 VELOCITY PROFILES AT DIFFERENT STATIONS DOWNSTREAM

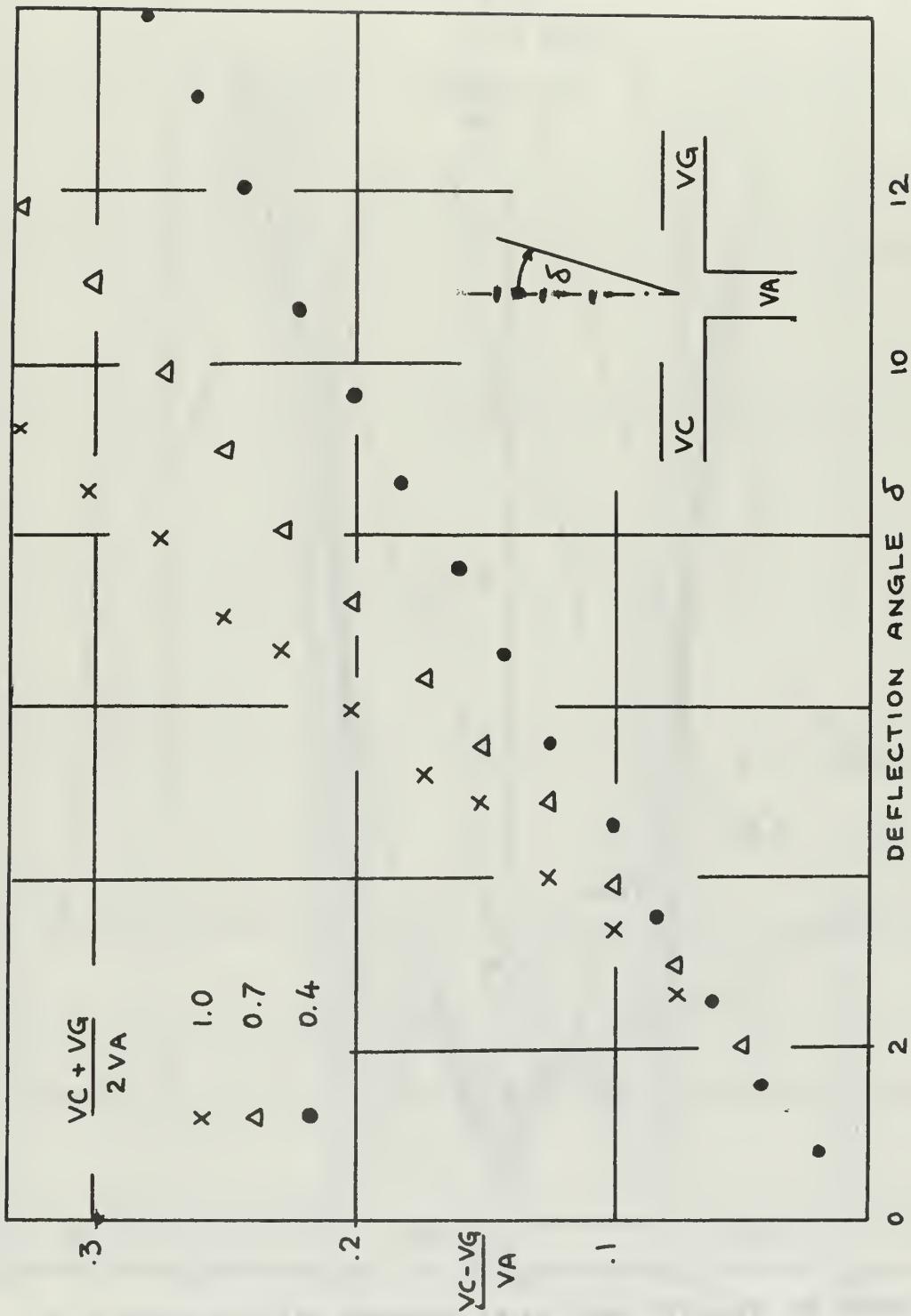


FIGURE 61 DEFLECTION ANGLES $(VC+VG)/2VA = 1.0, 0.7, 0.4$

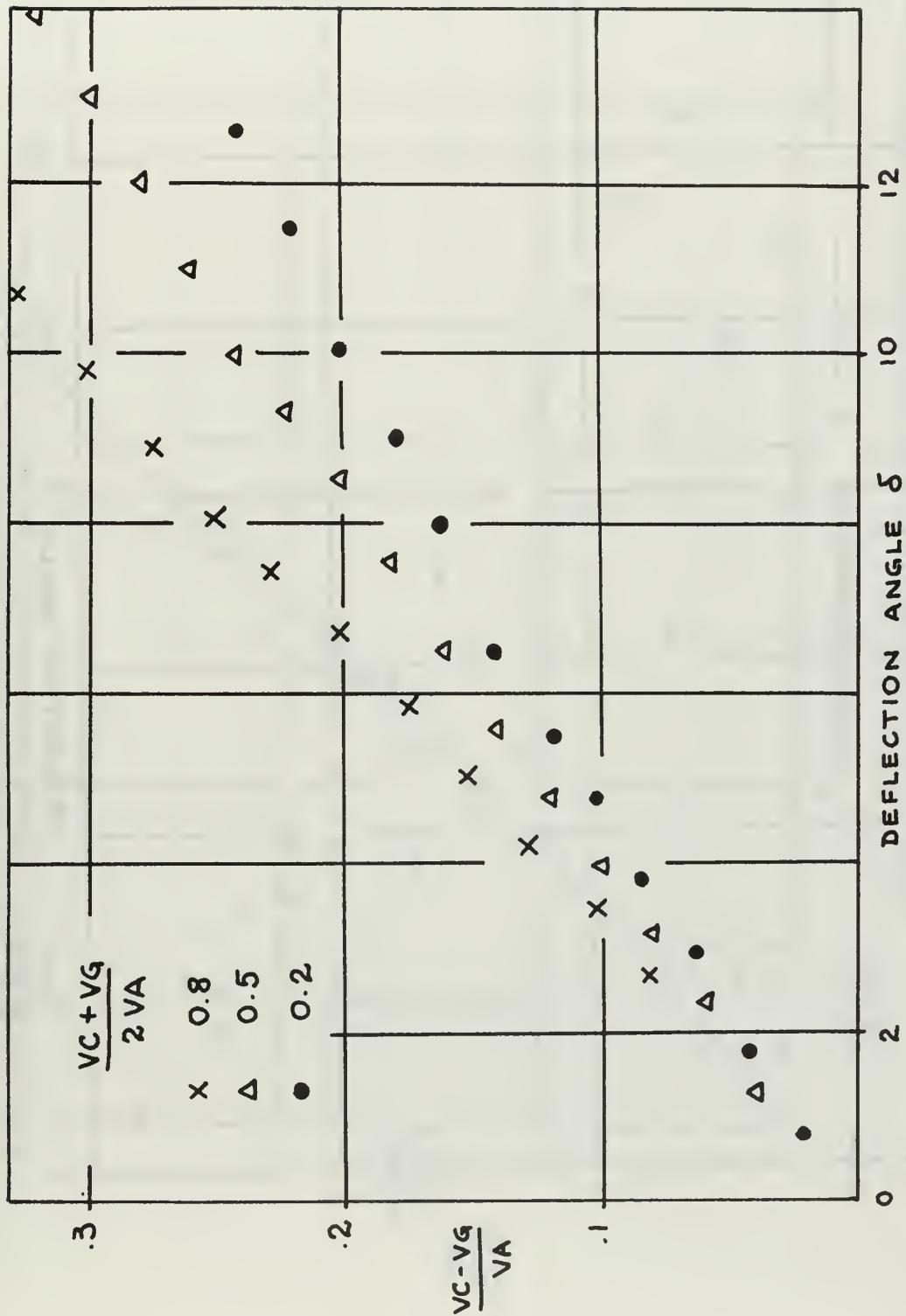


FIGURE 62 DEFLECTION ANGLES $(VC+VG)/2VA = 0.9, 0.6, 0.3$

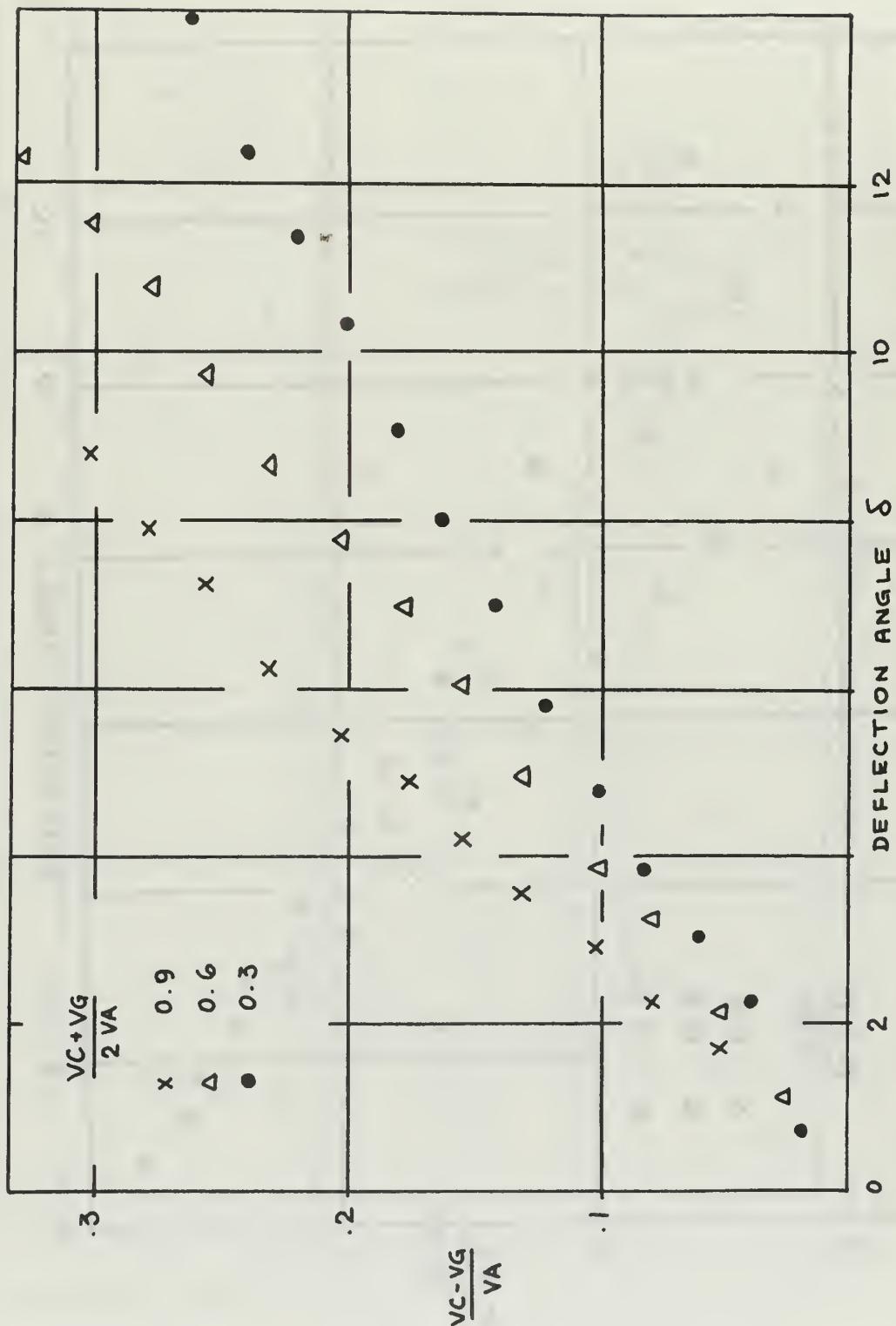
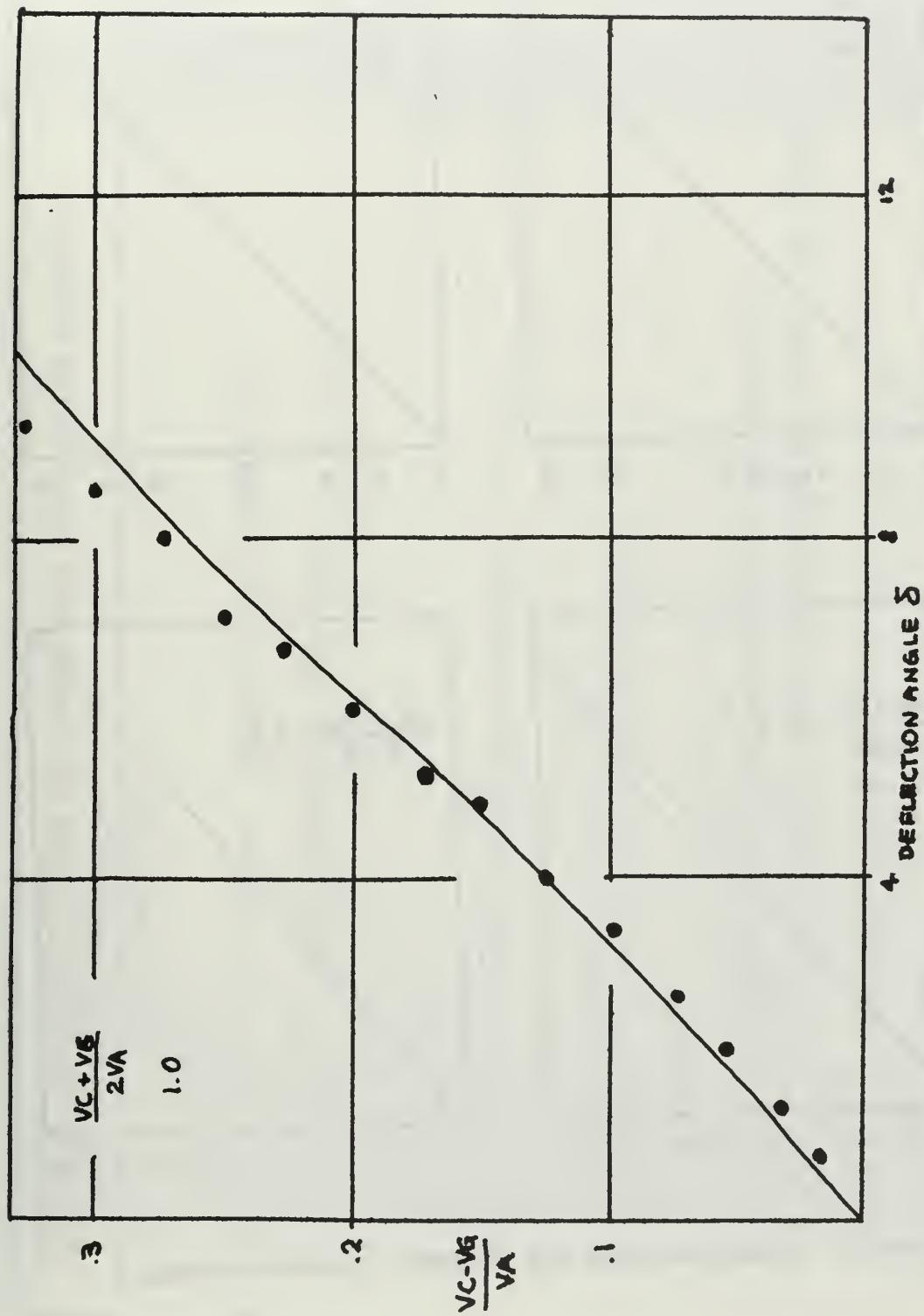


FIGURE 63 DEFLECTION ANGLES $(V_C + V_G) / 2V_A = 0.8, 0.5, 0.2$



DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

δ

$\frac{VC + Vg}{2VA}$

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

$\frac{VC - Vg}{VA}$

$\frac{VC + Vg}{2VA}$

δ

DEFLECTION ANGLE δ

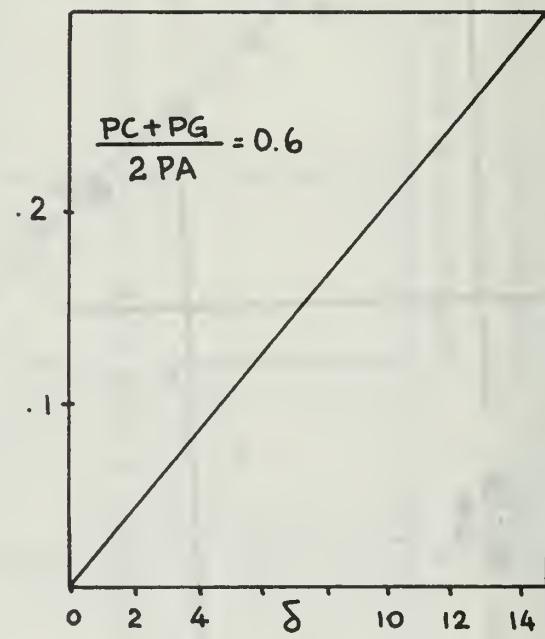
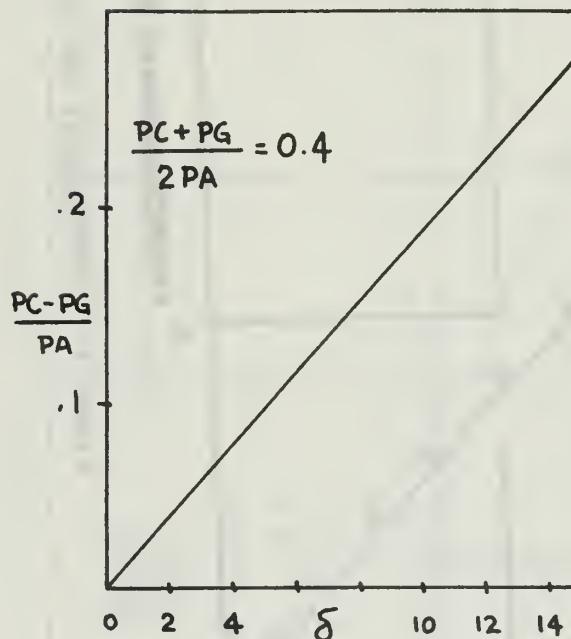
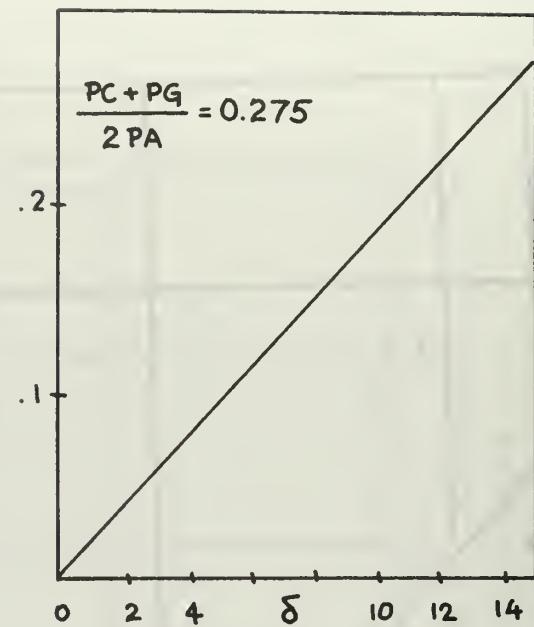
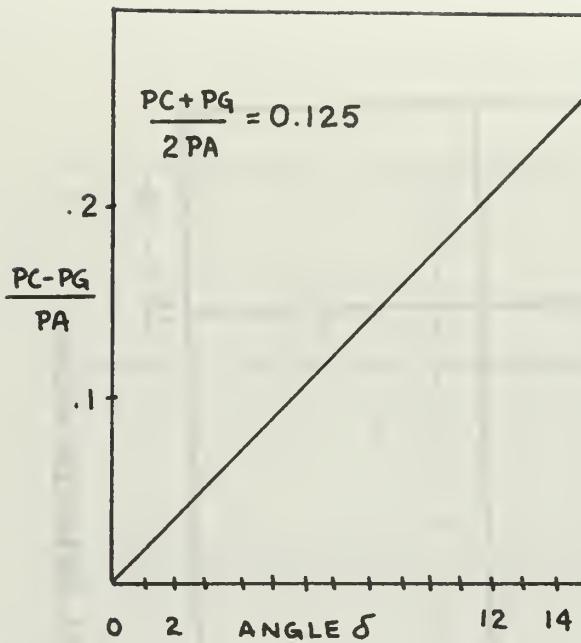


FIGURE 65 DEFLECTION ANGLE FOR DIFFERENT PRESSURES AVERAGE

```

***** PROGRAM A PROCESS TO SOLVE FOR ANGLE BETA FOR A GIVEN GEOMETRY
***** ITERATION PROCESS TO SOLVE FOR ANGLE BETA FOR A GIVEN GEOMETRY
***** AND VELOCITY RATIOS.
***** AND VELOCITY RATIOS.
***** PROGRAM IN DOUBLE PRECISION
***** IMPLICIT REAL*8 (A-H,K,0-Z)
***** DEFINE CONSTANTS
      PI=3.141592650
      PI2=2.0D0/PI
      EPS=0.005D0
      AOB=1.0D0
      AP2S0B=3.0DC
      ASSIGN GEOMETRICAL VALUES      AOB=A/B , AP2S0B=(A+2S)/B
      VCA=1.0D0
      DO 10 I=1,5
      VCA=VCA-0.1D0
      VGA=VCA
      DO 11 J=1,10
      VCA=VCA+0.02D0
      VGA=VGA-0.02D0
      DVA=VCA-VGA
      ASSIGN VALUES TO ANGLE BETA FOR ITERATION
      BE=90.0D0
      DO 12 N=1,100
      BE=BE-0.1
      BETA=BE*PI/180.0D0
      S=DSIN(BETA)
      ASSIGN VALUES TO PARAMETER K FOR ITERATION
      K=0.99D0
      DO 13 M=1,1000
      K=K-C.0002DC
      KK=K*K
      SK=DSQRT(1.0D0-KK)
      CALCULATE VA (POWER JET VELOCITY)/(RESULTANT JET VELOCITY)
      VA=K/(1.0DC+SK)
      CALCULATE VC AND VG (VELOCITY RATIO OF CONTROL AND RESULT JET VELOCITY)
      VC=VCA*VA
      VG=VGA*VA
      CALCULATE PARAMETERS F,C AND G
      FF=(1.0D0-S*KK)/(1.0D0-S*S)
      F=DSQRT(FF)
      SF=DSQRT(FF-1.0D0)
      SSF=DSQRT(FF-1.0D0)
      GG=1.0D0-(1.0D0-KK)*((1.0D0-VG*VG)/(1.0DC+VG*VG))**2
      G=DSQRT(GG)
      SG=DSQRT(GG-KK)
***** GER00010
***** GER00030
***** GER00040
***** GER00050
***** GER00060
***** GER00070
***** GER00080
***** GER00090
***** GER00100
***** GER00110
***** GER00120
***** GER00130
***** GER00140
***** GER00150
***** GER00160
***** GER00170
***** GER00180
***** GER00190
***** GER00200
***** GER00210
***** GER00220
***** GER00230
***** GER00240
***** GER00250
***** GER00260
***** GER00270
***** GER00280
***** GER00290
***** GER00300
***** GER00310
***** GER00320
***** GER00330
***** GER00340
***** GER00350
***** GER00360
***** GER00370
***** GER00380
***** GER00390
***** GER00400
***** GER00410
***** GER00420
***** GER00430
***** GER00440
***** GER00450
***** GER00460
***** GER00470
***** GER00480

```

```

SG=DSQRT((1.0D0-66)*(1.0D0-VC*VC)/(1.0D0+VC*VC))**2
CC=1.0D0-(1.0D0-KK)
C CNTINITY EQUATION WHERE DOB=D/B
C DOB=VC+VG+VA*AO
C CORRECTION TO THE CONTRACCION COFFICIENT
C DCB=0.4D0*DCB
C DEFINE TERMS TO BE USED IN EQUATION FOR HORIZONTAL COMPONENT
T1=DOB*S
T2=DARSIN(K)
T3=(VC/SC)*DLG((SSC/(SC+SK))
T4=(VG/SG)*CLG((SSG/(SG+SK))
T5=(DOB/SF)*DLG((SF/(SF+SK))
HORIZ=T1+2*COO*(SK/PI)*(T2-T3-T4+T5)
CHECK FOR DIFFERENCE BETWEEN HORIZ AND AP2SNB
IF(DABS(HORIZ-AP2SNB)*GT.EPS) GO TO 13
CALCULATIONS OF THE VERTICAL COMPONENTS WITH ELLIPTIC FUNCTIONS
HH=4*ODO*K/(1.0DO+K)**2
H=DSQRT(HH)
ACC=2.0DO*(K+C)/((K+1.0DC)*(C+1.0DO))
ACC=2.0DO*(K-G)/((1.0DO-G)*(K+1.0DO))
ACC=2.0DO*(K+F)/((K+1.0DO)*(F+1.0DO))
COEF1=PI2*(VC*(1.0DO+C*K)/(C+K)+VG*(1.0DO-G*K)/(K-G)-DOB
**1.0D0+F*K)/(F+K)/(K+1.0DO)
COEF2=PI2*(1.0DC-K)/(1.0DO+K)
ZC=VC*(C-1.0DO)/(C+K)
ZG=VG*(G+1.0DO)/(G-K)
ZD=DOB*(F-1.0DO)/(F+K)
CALL DCFL1(EK*H*IK)
CALL DCFL3(PIC*ACC,HH)
CALL DCFL3(PIG,AGG,HH)
CALL DCFL3(PIF,AFF,HH)
CALL COEFF1*EK+COEFF2*(ZC*PIG+ZG*PIF)-DOB*DCOS(RET)
C VERT I=COEFF1*EK+COEFF2*(ZC*PIG+ZG*PIF)-DOB*DCOS(RET)
C CHECK IF VERTICAL COMPONENT IS ZERO
IF(DABS(VERT)*GT.EPS) GO TO 13
WRITE(6,1) PVA,HORIZ,VERT
GO TO 11
13 CONTINUE
12 CCNTINUE
11 CCNTINUE
10 FORMAT(4F1C.3)
STOP
END

```

SUBROUTINE CCFL3(RES,AA,HH)

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C SUBROUTINE TO EVALUATE ELLIPTIC INTEGRALS OF THE THIRD KIND

```

IMPLICIT REAL*8(A-H,O-Z)
H=DSQRT(HH)
HPP=1.0D0-HH
HP=DSQRT(HPP)
A=DSQRT(DABS(AA))
SA=DSQRT(DABS(1.0D0-AA))*SA
CALL DCFL1(EK,H,IK)
CALL DCFL2(FE,H,1.0D0,HPP,IE)
IF(AA.LT.0.0D0) GO TO 53
IF(AA.LT.1.0) AND AA.GT.HH) GO TO 52
IF(AA.LT.HH) GO TO 51
B=DARSIN(1.0D0/A)
CALL ZETA(Z,B,HP,EK,EF)
RES=-A*EK*Z/SSA
RETURN
51 R=DARSIN(A/F)
CALL ZETA(Z,B,HP,EK,EE)
RES=EK+A*EK*Z/SSA
RETURN
52 B=DARSIN(SA/(A*HP))
CALL HEUMAN(HEU,B,HEK,EE)
RES=3.1415926D0*A*HEU*0.5D0/SSA
RETURN
53 B=DARSIN(A/SA)
CALL HEUMAN(HEU,B,H,EK,EE)
RES=HH*EK/(HH-AA)-3.1415926D0*0.5D0*AA*HEU/(A*SSA)
RETURN
END

C SUBROUTINE ZETA(Z,ZA,HP,EK,EE)
SUBROUTINE ZETA(Z,ZA,HP,EK,EE)
IMPLICIT REAL*8(A-H,O-Z)
HPP=HP*HP
ZA=DTAN(ZA)
CALL DEL12(ZE,ZA,HP,1.0D0,HPP)
CALL DEL11(ZF,ZA,HP)
Z=ZE-EE*ZF/EK
RETURN
END

C SUBROUTINE HEUMAN(HEU,HA,H,FK,EE)
SUBROUTINE HEUMAN(HEU,HA,H,FK,EE)
IMPLICIT REAL*8(A-H,O-Z)
H=H*H

```

```

HA=DTAN(HA)
CALL DEL11(HF,HA,H)
CALL DEL12(HE,HA,H,1.0D0,HH)
HEU=2.0D0*((EE-EK)*(HF+EK*HE))/3.1415926D0
RETURN
END

```

```

C SUBROUTINE DCFL1(RES,AK,IER)
C SUBROUTINE TO EVALUATE COMPLETE ELLIPTIC INTEGRALS OF FIRST KIND
IER=0
ARI=2.0
GEO=(0.5-AK)+0.5
GEO=GEO+GEC*AK
RES=0.5
1 IF(GEO)1,2,4
1 2 IER=1*E75
2 2 RETURN
3 GEO=GEO*AARI
4 GEO=SQRT(GEO)
GEO=GEO+GEC
AARI=AARI
AARI=AARI+GEN
RES=RES+RES
1 IF(GEO/AARI-0.9999)3,5,5
5 RES=RFS/AARI*6.283185F0
END

```

```

C SUBROUTINE DCFL2(RES,AK,A,B,IER)
C SUBROUTINE TO EVALUATE COMPLETE ELLIPTIC INTEGRALS OF SECOND KIND
IER=0
ARI=2.0
GEO=(0.5-AK)+0.5
GEO=GEO+GEC*AK
RES=A
A1=A+B
B0=B+B
1 IF(GEO)1,2,6
1 2 IF(B)3,8,4
3 2 RES=-1.0E75
4 2 RETURN
5 GEO=GEN*AARI

```

```

6  GEO=SQRT(GFC)
  GEO=GFO+GEC
  AARI=ARI
  ARI=AIR+GEC
  BO=B0+RES*GEO
  RES=AI
  BO=BO+B0
  AI=B0/AIR+AI
  IF(GEO/AARI-0.999915,7,7
  RES=AI/AIR
  RES=RFS+C.57C7963E0*RES
  8  RETURN
  END

```

```

C  SUBROUTINE CEFILL(RES,X,CK)
  SUBROUTINE EVALUATE ELLIPTIC INTEGRALS OF THE FIRST KIND
  IF(X)2,1,2
  1  RES=0.
  RETURN
  2  IF(CK)4,3,4
  3  GOTO 13
  4  ANGLE=ABS(1./X)
  5  GEO=ARS(CK)
  6  ARI=1.
  PIM=0.
  7  SQGEO=ARI*GEO
  ARI=GEO+ARI
  ANGLE=SQGEO/ANGLE+ANGLE
  SQGEO=SQRT(SQGEO)
  IF(ANGLE)7,6,7
  REPLACE 0 BY SMALL VALUE
  8  ANGLE=SQGEO*1.E-8
  7  IF(ABS(AARI*1.E-4
  GEO=SQGEO+SQGEO
  PIM=PIM+PIM
  IF(ANGLE)9,5,5
  9  PIM=PIM+3.1415927
  10  GOTO 5
  10  IF(ANGLE)1,1,12,12
  11  PIM=PIM+3.1415927
  12  RES=(ATAN(ARI/ANGLE)+PIM)/ARI
  13  IF(X)14,15,15
  14  RES=-RES
  15  RETURN

```

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END

C SUBROUTINE CELLI2(R,X,CK,A,B)
C SUBROUTINE TO EVALUATE ELLIPTIC INTEGRALS OF THE SECOND KIND
C TEST ARGUMENT
1 IF(X)2,1,2
1 R=0.
1 RETURN
C 2 C=0.
D=0.5
1F(CK)7 1 3,7
3 R=SQRT(1.0+X*X)
R=(A-B)*ABS(X)/R+B*ALOG(ABS(X)+R)
C TEST SIGN OF ARGUMENT
4 R=R+C*(A-B)
R=R+C*(A-B)
1F(X)5,6,6
5 R=-R
5 RETURN
6 INITIALIZATION
7 AN=(B+A)*0.5
AA=A
R=B
ANG=ABS(1.0/X)
PIM=0.
ISI=0.
ARI=1.
GEO=ABS(CK)
LANDEN TRANSFORMATION
8 R=AA*GEO+R
SGEO=ARI*GEO
AA=AN
ARI=ARI+1
AR1=AR1+ARI
AR1=GE0+ARI
C SUM OF SINE VALUES
C AN=(R/ARI+AA)*0.5
AANG=ABS(ANG)
ANG=-SGEG/ANG+ANG
PIM=PIM
1F(ANG)10,9,11
9 ANG=-1.0E-8*AANG
10 PIM=PIM+3.0*1415927
11 ISI=ISI+1
11 AANG=ARI*ARI+AANG
P=D/SQRT(AANG)
1F((ISI-4)13,12,12

```

12  ISI=ISI-4
13  IF( ISI-2)15,14,14
14  P=-P
15  C=C+P
16  D=D*(AARI-GEO)*0.5/ARI
     IF(ABS(AARI-GEO)-1.E-4*AARI)17,17,16
17  SGE0=SQRT(SGE0)
     GEOMETRIC MEAN
     GEO=SGE0+SGE0
     PIM=PIM+PIM
     ISI=ISI+ISI
     GOTO 8
     ACCURACY WAS SUFFICIENT
     R=(ATAN(ARI/AANG)+PIM)*AN/ARI
     C=C+D*AANG/AANG
     GOTO 4
     END

```


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